

THE CHRISTIAN SCIENCE MONITOR

"First the blade, then the ear,  then the full grain in the ear."

EDITORIAL

Boston, Mass., Wednesday, March 10, 1909.

The Missouri Rate Decision

THE DECISION rendered by Judge Smith McPherson in the United States circuit court at Kansas City indicates that the two-cent fare laws enacted in 1907 by a number of western states cannot be enforced. The present decision involves two Missouri statutes, one fixing the rate for carrying passengers at two cents per mile, the other requiring certain reductions in freight rates. The court determined that the rates thus prescribed were confiscatory—would not permit the carriers to earn a reasonable profit—and therefore held the statutes to be invalid under the national constitution. As Missouri does not stand alone in relation to the cost of building and operating railways and the volume of intra-state traffic, similar judgments will doubtless be pronounced in other western states.

The fact appears to be that the general demand for a two-cent fare which became imperative in 1907 was premature. In most of the states whose legislatures yielded to this demand a two-and-one-half-cent rate would have been better for all parties concerned. Neither carriers nor passengers can afford to insist on a fare which is either more or less than just compensation for the service rendered, considering the cost and character of the service. In the last analysis the interests of those who pay fares and those who hold railway securities unite on this basis.

As determined by experience, the legislatures appear to have made too much allowance for an unknown quantity; that is, for the increase in travel which was expected to follow the reduction from three cents to two cents per mile. In Missouri this increase, after the first month or two, was found by the court to be less than three per cent.

Another difficulty which the legislatures experienced and will experience again is the difficulty of separating intra-state commerce from inter-state commerce and determining the cost of each. As the same railway and even the same train carries both local and through passengers and as the value of the railway and its equipment and the expense of operating it must be considered in determining the cost of its service, the division of authority between state and national governments hinders the regulation of railway rates by either government. Better results would be obtained if the whole subject were in the hands of one government; and this one would necessarily be the federal government. A state government could not regulate inter-state traffic, but the federal government is in a position to regulate both local and inter-state traffic. And it may be observed in this connection that the volume of inter-state railway traffic in every state—that is, traffic which does not begin and end within the state, but passes to, from or through the state—greatly exceeds the volume of local or intra-state traffic in the several states.

Therefore it is to be hoped that a constitutional amendment may permit the national government to undertake the regulation of rates for all traffic carried by railways engaged in inter-state commerce.

PROF. CHARLES ZUEBLIN has undoubtedly given the question of urban transportation, as well as other civic problems, a great deal of intelligent study, and he is succeeding in making clear the necessity for dealing with these problems in a more comprehensive way. The piecemeal method of doing things generally employed throughout the country is accountable to a great extent for transportation troubles. However, there is some excuse for this patchwork process, for the possibilities of urban transportation from a financial point of view have not long been realized in America.

The horse car, although profitable, was not what we would call in these days an extensive money-maker. Only since the cable, trolley, subway and elevated systems have come into use has urban transportation attracted the attention of financiers and been able to command large capital. Things had to be done in a small way at the beginning, but the excuse for piecemeal construction no longer holds good.

The needs of Boston, for instance ten or twenty years hence can be measured with almost perfect accuracy, as it is known positively that transportation requirements of a great city are doubled every ten years. From a purely business point of view, and regardless entirely of public convenience and public comfort, a transportation company in these days should keep from ten to fifteen years ahead of actual requirements, and the transportation company which is managed on lines far-sighted and liberal enough to do this will not want for public support. Boston is probably better provided for in this particular than most of the large American cities. We agree with Professor Zueblin, however, in saying that we must look far beyond the present necessities, that we must build with a view to the future if we are to have either convenience or comfort in the present.

The Kaiser and the Newspapers

THE news that the Kaiser has given instructions that he is in future to be supplied with clippings, from all sorts and conditions of papers, with respect to his personal movements or to his policy, is distinctly interesting. The whole world knows, by this time, that he is not without the courage of his opinions, and the fact that he has entrusted this work to no less than six departments of state shows how determined he is to learn what the nation is saying without fear or favor. It has commonly been regarded as the privilege of public men to forget or remain ignorant of whatever suited them. Mr. Balfour has always assured the world that he never reads the papers, a fact which makes his knowledge of their contents so much more interesting; and a certain English judge once had to request to be enlightened in court as to who one of the best known actresses on the stage was. Napoleon, on the other hand, had the faculty of forgetting. It was his habit to stop, and pinch a man's ear, and inquire suavely what his name was. "Grety, sire, always Grety," was the unexpected answer he received on one of these occasions, and it was noticed that his memory improved immensely after this.

The Kaiser, with his usual robustness, has grasped the fact

that it is no use to remain ignorant of what every one else knows. The age of Haroun-al-Raschid having passed, he has realized that it is impossible to visit the cafes of Berlin by night, and so he has fallen back on the less romantic, but far more reliable method of a newspaper clipping service. Some such service he has enjoyed before, but it has been directed by those whose object it was not to place in his hands anything that did not come up to the standard set by the court chamberlain. This was not only useless, it was positively misleading. And the Kaiser in breaking through it, and insisting on seeing the worst that even the socialistic press has to say, has given another proof that, like the greatest of his ancestors, for whose memory he is known to cherish so remarkable a respect, he is before everything else a man. That the knowledge he will gain by the new arrangement will place him in a position to deal more intelligently with every question of state is also beyond question.

The Cuban Amnesty

A GENERAL amnesty has been granted in Cuba to all imprisoned persons other than those convicted of atrocious crimes, in celebration of the setting in of what the Cubans believe to be an era of good will on the island. The government appears to be confident of its ability to govern, and on all sides there is manifested a disposition to enlist for the country's good. If, in their thankfulness for a restored nationality, and in their joy over the passing of a period which presented many dark and dismal aspects, government and people alike are moved by the consciousness that the greatest of all virtues and the sweetest of all graces is Charity, and that forgiveness of those who have offended in a small way, and the liberation of them from captivity, would speak eloquently for the sincerity of their gratitude—then, why should we chide them or scold them, or voice gloomy prophecies concerning them?

Let us at least have patience and see how the plan works out.

THE NEW YORK SUN gives figures covering the nation's wealth and the nation's taxation which show what a momentous business it is to run such an institution as the United States. These figures are not absolute, because statistics up to date are not in every field available, but they are near enough to base calculations upon, and the great argument they present is one of wealth, prosperity and growth unparalleled. The American people have no reason to be alarmed for their commercial future, judging from the past thirty years. The population of the country has more than doubled, the wealth per capita has doubled and the ordinary net revenues of the federal government have doubled. The total wealth of the country has quadrupled.

It is interesting to look at some of the figures of national wealth in the large aspect of totals. The Sun gives the total value of farm products, mineral products and factory output at \$28,500,000,000. The total value of all the property in the United States is estimated at about \$120,000,000,000. The tax on output is a little less than 6½ per cent, and the tax rate on property is about 1½ per cent. The Sun also gives receipts of the government from customs and internal revenue for ten years and disbursements for the same period, showing six years of surplus and four years of deficit, with a surplus balance of about \$200,000,000.

Foreigners in criticizing us speak of us as cool-headed, calculating, thrifty Yankees, but we should know ourselves well enough to realize the tendency to bursts of enterprise bordering upon extravagance in unexpected directions, such as circumnavigation. It is well to be rid of the discomfort and irritation of unnecessary alarms concerning the welfare of the country and to look with well grounded hope toward a prosperous future and a greater growth of individual realization in prosperity. In addition, the nation must keep its poise, and also acquire a greater prudence and a finer thrift, that the steadiness of its momentum will become the guarantee of the people's happiness.

Machinery and Labor

THE QUESTION of unemployment in England has become so acute that the government has been obliged to examine it in the most fundamental way. The result of this examination is now before the public in a series of reports, and in these reports there is raised, once again, the argument as to the effect of machinery on the labor market. It has been the habit, for many years past, to assume that the eventual effect of labor saving machinery has been to increase the demand for labor. This is the conclusion, indeed, at which the commission of inquiry, recently sitting in London, has arrived. At the same time it has come to be felt that the matter is an intensely complicated one, on which it would be in the highest degree foolish to dogmatize.

There is, however, another aspect of the question, equally important, and on which it is possible to speak with a far greater degree of certainty, and that is the effect of machinery on the worker. The result of the inquiry seems to be a consensus of opinion that tending a machine, in a vast number of cases, reduces the intellectual opportunities of a worker to a minimum. One employer stated the case in the simple terms that the less the human element entered into the case the better. Any one who has ever discussed the subject at all with employers must be aware that this is a quite common point of view. If, consequently, the workman himself is not to be permitted to degenerate into a machine, it becomes advisable that his work should be changed as frequently as possible, and that he should be encouraged to master and understand every class of machinery. The opposition to this comes mainly from the trade organizations, and it is founded on this very fear of decreasing employment. As a matter of fact it should be perfectly easy for these organizations to safeguard their legitimate interests in every way, and yet to give a mobility to the workers which could scarcely fail to produce happier conditions of work, with a keener intellectual development.

The member of the old craft guild was an artist. Whether he was stitching a saddle, carving a cornice or weaving a piece of tapestry, he was doing something which called for his highest effort. Such labor is without drudgery, and produces that which is beautiful as well as useful. It has got to be restored to the world, and restored in an even better form than before. A workshop based on the elimination of the human element is an inhumanity, and stands self-condemned.

The Waterpower Clause Was Saved

SATISFACTION will be general, and nowhere greater than in Massachusetts, over the escape from erasure by the Senate of the waterpower clause in the rivers and harbors bill. As the measure passed the House the bill provided for special surveys with the end in view of developing the waterpower of navigable streams, but the Senate, when considering the measure by sections, carefully cut out the surveys. One of the provisions thus eliminated had reference to a survey of the Connecticut river from Hartford, Conn., to Holyoke, Mass. This provision authorized a survey of the river between the points named for navigation purposes, and also directed the survey to include an investigation as to development of waterpower.

However, studiously as the Senate proceeded in the matter, it failed to eliminate or to alter section thirteen of the bill, and this section provides that wherever a survey is ordered it must include an investigation as to the waterpower in the stream, what it would cost to develop it, how it might be leased, etc. Army engineers say they understand from this that they must take into consideration waterpower in all streams surveyed. This interpretation of the measure, of course, makes possible the waterpower survey of the Connecticut river between the points named. But it has a meaning beyond this. A report from the army engineers showing what may be accomplished in this instance—favorable as it is certain to be—will have a beneficial effect upon the entire subject of waterpower development, and go far toward removing the prejudice against legislation of this kind now prevalent in Congress.

The country, there is hardly room for doubt, will have reason to rejoice in the years to come that the Senate overlooked section thirteen in the rivers and harbors bill of 1909-10.

A FEW years ago residents of Cheyenne, Wyo., depended almost entirely upon canned goods for their supply of "green" vegetables. A few days ago a congress composed of 1000 delegates, many of them from foreign lands, some from the extremes of the earth, assembled in that city as a result of successful experiments in dry farming, which enables its people, as it does the residents of many other communities in the once "arid" West, to raise vegetables with as much ease, and often with greater certainty, than it can be done in the fertile East.

The dry farming process, which was practised by the ancient Egyptians and the Aztecs, and which was one of the lost arts for a number of centuries, not only makes life in the highlands of the West more comfortable in respect to the matter of table necessities and luxuries, but it is opening to the agriculturist vast tracts of territory which less than a decade ago were supposed to be absolutely removed from all possibility of cultivation. During the last five years in Colorado alone 10,000,000 acres of "arid" lands have been put under cultivation through the application of the dry farming system; as a result of the work already accomplished, of which the Cheyenne congress was an expression, practical agriculturists are employing the method in the almost rainless plains and deserts of our own country, and, under similar circumstances, in Australia, South Africa, Russia, Asia and South America. Not only will every advance made along the lines which the dry farmers have already adopted, lie in the direction of bringing billions of acres of land once supposed to be worthless into cultivation, but it will also be in the direction of less toilsome and more economical production.

It is too early as yet to compare results with those achieved under the old conditions of cultivation, or under the irrigation system. The dry farming method can be practised where the rainfall is at the minimum, and regardless of artificial wetting of the soil.

There is practically no limit to the extent to which this method of cultivation may be carried on, since it defies what are called "natural" conditions. It really means human adjustment to them, and the success which has already crowned the efforts of those who have put the lost but restored art into practise may be taken as a fitting answer—or rebuke—to the pessimists who talk of the exhaustion of the supplies which the Creator has provided for his creatures.

Homemaking in Panama

THE AMERICANIZATION of Panama has set in. There can be no mistake about that. Not only will great numbers of those who are connected with the construction of the interoceanic waterway remain when it is finished, but homeseekers from the states will locate there in growing numbers as the years go by and the attractions and advantages of the country become better known. Dilwynn M. Hazlett, who is described as an extensive traveler, contributes to the "Independent" some very interesting facts with regard to the situation which will confront the homeseeker in Panama. The trouble with many tourists, he says, is that they expect to find everything just as it is at home. If that were so, he says, the countries they visit would not be foreign.

But, of course, if the American settler in Panama insists upon using a plow he can have one sent him from any agricultural implement house "back home." But one will not be necessary, providing that while in Panama he does as the Panamanians do. The soil of the isthmus is so fertile and the moisture is so abundant that fruits and vegetables do not require one tenth of the cultivation there that they require here. The farmers do not plow the ground when they plant corn, nor do they cultivate it afterward, and yet each year three or four fine crops of corn are raised on the same piece of ground. And listen to this:

Not even when they plant for sugar cane is any stirring up of the ground needed. I remember a certain field of sugar cane in which I took much interest, from season to season. The cane was first planted eighteen years ago, and every year since that time a fine crop of cane has been taken off. The strippings of the stalks are allowed just to fall to the ground; they make a perfect carpet between the rows of cane, keep down the weeds, and also help to retain the moisture in the soil. This is absolutely all that is done, but that same sugar cane contains by government analysis four times as much saccharine matter per ton of cane as is contained in our best Louisiana cane.

Mr. Hazlett insists that even more remarkable opportunities exist in cotton planting, and after three extended visits to Panama he has nothing but good words for everything down there, and more especially for everything that contributes to the comfort as well as the prosperity of the homemaker. "Panama," he concludes, "is a country in which any one who wishes merely to exist may lead a fairly comfortable life, and do almost nothing, but a man of intelligence who is willing to work as we do here cannot keep from getting rich."

Where the Desert Is Made to Bloom

OPPONENTS OF NEW CHARTER BILL FAIL TO APPEAR TODAY

No Response When Committee Chairman Calls and Ex-Governor Bates Closes the Argument for Measure.

BIG CROWD LISTENS

Speaker, Representing the Mayor of Boston, Advocates Proposals as Being for City's Welfare.

The opponents of the new Boston charter bill had no advocate this morning before the legislative committee on metropolitan affairs when the final arguments were called for. It was expected that their side of the case would be presented, but when Chairman Crosby announced that the committee would hear any person who desired to oppose it no one responded. Ex-Governor John L. Bates, representing Mayor Hibbard of Boston, who made the closing statement for the bill, was the only speaker.

Ex-Governor Bates delivered a long and carefully prepared argument covering every phase of the question. He was listened to with close attention by the committee and a large number of interested attendants on the hearing.

The action of the Boston Chamber of Commerce and the Boston Merchants' Association in endorsing the charter proposals by a two to one vote, together with the recommendation for a referendum, followed by the march of the members of those bodies, 200 strong, to the State House, Wednesday afternoon, greatly encouraged the friends of the charter.

(Continued on Page Four, Column One.)

URGES PERMANENT COMMISSION FOR GRADE CROSSINGS

Representative A. L. Whitney of Leominster today pleaded before the committee on railroads for a permanent commission of three members appointed by the Governor whose duties it shall be to facilitate the abolishing of grade crossings. He supported his bill to this effect.

The opposition consisted of the Boston & Northern and the Old Colony Street railway and the Boston & Maine railroad companies.

Representative Whitney said he had introduced this bill because he believed the abolition of grade crossings would be much hastened if the work was in the hands of a permanent commission than if dependence is placed on special commissions, as at present. It would also result in a material saving to the state, since each of these special commissions averages a cost of about \$11,000, and the total yearly cost of a permanent commission need not be very much more than this amount.

Ex-Representative Whitfield L. Tuttle of Winchester also favored the bill. He said that from his experience with grade crossing commissions he believed the bill to be a just one. Many officials of the Boston & Maine railroad live in Winchester and he had found it necessary to oppose their serving as town moderators when grade crossing committees were to be appointed. In one case the clerk of courts, drawing a salary of seven or eight thousand dollars a year, was appointed on a grade crossing commission. It is impossible to find out just how much the special grade crossing commissioners get for their work, since it is always reported in a lump sum.

The Winchester grade crossing was designated as one of the most dangerous in the state. The people in the west side of the town must send their children to school over these alleged dangerous tracks, which bear heavy traffic and which are protected only by gates. It is high time, he said, Massachusetts wakes up and gives the people a square show in these matters. He said he knew of cases where people of Winchester received passes on the railroad in order that they might use their influence against the abolition of grade crossings.

In opposition to the bill, Everett W. Burdett appeared for the Boston & Northern and the Old Colony Street Railway Companies. He said this legislation is in the wrong direction, the abolition of grade crossings being the most important, as well as the most expensive in which the state is engaged. The state has established the policy of referring individual grade crossing cases to special commissions.

SET COLLISION HEARING.

The railroad commission will hold a public hearing March 16, at 2 p. m., at the office of the commission, 20 Beacon street, for the purpose of investigating the cause of the recent collision of seven surface cars on the Boston Elevated Railway on Blue Hill avenue, Dorchester.

Significant Verse Kissed by Taft in Taking Oath

WASHINGTON—The verse of the open Bible, touched by the lips of President Taft when he took the oath of office, was remarkably significant. The book was opened at random at the third chapter, First Kings, at the point beginning "Give therefore thy servant an understanding heart to judge Thy people, that I may discern between good and bad; for who is able to judge Thy so great people?"

This was the prayer of Solomon at the beginning of his reign, and the passage closes with the statement that the prayer was answered because of its unselfish character.

LABOR INJUNCTION IS MODIFIED TODAY BY COURT DECREE

Decision Does Not Affect Gompers and Mitchell Contempt Sentences, but May Be Basis of Appeal.

JUSTICE DISSENTS

WASHINGTON—The district court of appeals today handed down an opinion in the appeal of the officers of the American Federation of Labor, in the famous Bucks Stove and Range case, modifying Justice Gould's injunction order, which forbade the federation to assail the St. Louis stove concern, in print.

By Justice Gould's decision, the federation of labor was enjoined from publishing the name of the stove company in the "We Don't Patronize" list in the Federationist, the official monthly journal of the organization.

Today's decision does not affect the sentences passed by Justice Wright upon President Gompers, Vice-president Mitchell and Secretary Morrison, on account of their alleged violation of the injunction and contempt of the court, although ultimately it may result in a modification of the sentence. It is possible that since the court of appeals has found Judge Gould's injunction too harsh, the labor leaders will base their appeal from their jail sentences upon today's decision.

Chief Justice Shepard, who dissented from the opinion of the court, "which does not invalidate the injunction, but which does modify its terms..." upheld the freedom of the press in strong terms.

The modified decree enjoins the characterizing of the Bucks Stove & Range Company as "unfair" only when such publication is in furtherance of a conspiracy, or boycott against the firm. On this point Justice Robb, who read the decision in court, says:

"We think the decree in this case goes too far when it enjoins the publication or distribution through the mails or otherwise of the Federationist or other periodicals or newspapers containing any reference to complainant or its business or product as in the 'We don't patronize' or 'unfair' list of the defendants."

"The printing of this list in the Federationist was what the courts ought to prevent, and what in our opinion the court had power to prevent; but the decree should stop there."

FOR FURTHER WASHINGTON NEWS SEE PAGE 5.

LOWELL WATER BOARD ELECTION.

LOWELL, Mass.—Robert J. Crowley was reelected president of the water board and Robert J. Thomas superintendent at the annual meeting.

STORROW PRAISES GERMANY IN EDUCATION CHANGE TALK

Former School Board Head Advocates Single Commission for Control of School and Industrial Studies.

The legislative committee on education this morning took up the question of consolidating the state board of education and the commission on industrial education, as proposed by Governor Draper in his inaugural address. The committee heard James J. Storrow, former chairman of the Boston school board. Mr. Storrow claimed that the great increase in property in Germany is due to its system of industrial education. He spoke of the strides that country had made over England, the latter having fully as many if not more natural advantages.

This called forth a little tariff discussion opened up by Representative Barry. Mr. Barry wanted to know if the prosperity of Germany was not due to a measure to its system of protective tariff as opposed to England's free trade. Mr. Storrow admitted that Germany had the advantage in this respect, and then further said that here we probably have overdone. Representative Dwight asked Mr. Storrow if in his opinion after a thorough system of industrial education the compensation for the workers would be increased. Mr. Storrow gave it as his opinion that it would increase just

BOY PREACHER BUILDS A HOUSE

Herbert L. Wilbur of South Middleboro, Mass., Is Studying for Ministry and Working for Father.

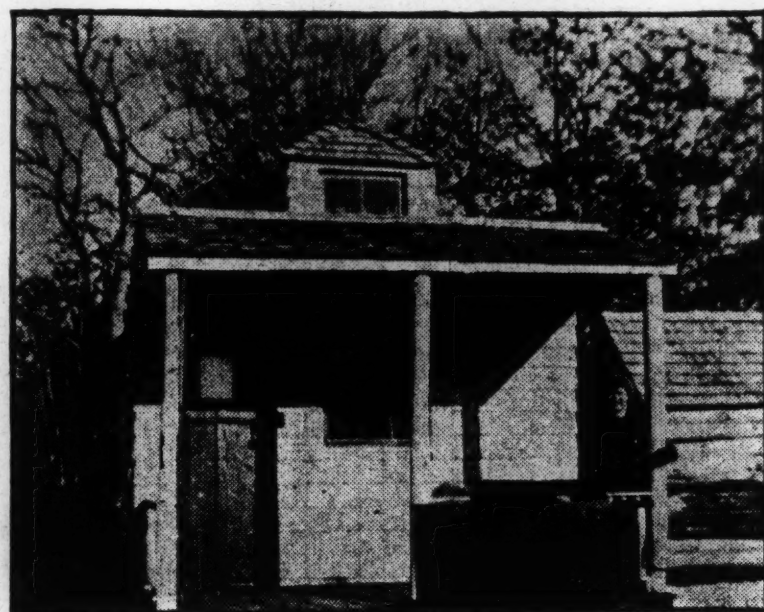
MIDDLEBORO, Mass.—A builder at 17 years of age, a lay preacher at 18 years, and the leader of the Epworth League of his church, teacher and organist in the Sunday school, sexton of his church, assisting in the support of a younger brother while the latter is attending school, working for his father and studying for the ministry, is the record of a quiet-mannered young man, 19 years old and a general favorite in the neighborhood, Herbert L. Wilbur of South Middleboro, and a member of the Methodist church.

The accompanying pictures show young Wilbur and the house he built before he was graduated from the local high school at the age of 17 years. The house is probably the smallest occupied in this section of the state, if not the smallest in the state. Although the interior contains only one room and cupola, the young student sleeps, studies and enjoys his hours of recreation in it. The room is 9 by 7½ feet, with a sloping roof that gives plenty of room for a nice bed, under which is a chest of drawers. Between the bed and the door is a small window and a shelf upon which are his books.

One peculiar thing about the house is that the builder first constructed it in sections and then set it up on its present site. A piazza, 9 by 4½ feet, at the front of the house, is utilized during the warmer months as a sleeping room, as Mr. Wilbur believes in plenty of fresh air.

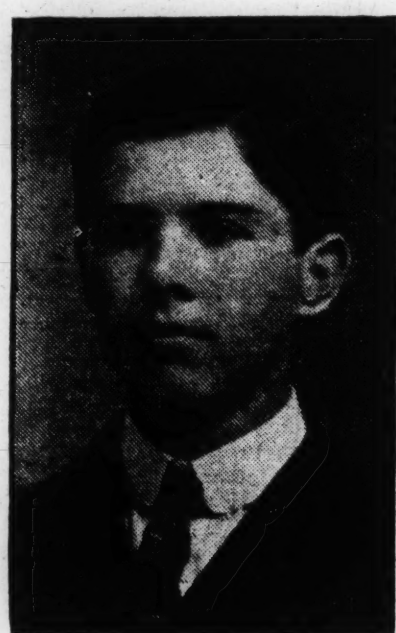
The young student is the son of Mr. and Mrs. A. C. Wilbur and is a native of the town. He is one of a family of six boys and four girls, all attending either the local schools or business colleges.

In addition to his other accomplishments young Wilbur repairs bicycles and does considerable tinkering about town that will help him on in his desire to enter college. He has recently added electric lights to his little home. He is employed by his father in teaming and at the same time he keeps up his studying and his preaching.



A BOY'S OWN HOUSE.

This one was built and occupied by Herbert L. Wilbur at South Middleboro. Old well in front and 7-year-old brother on the piazza. Size of house, 9ft. x 7½ft.



HERBERT L. WILBUR.

A house builder at 17 years of age, lay preacher at 18, and studying for the ministry at 19.

SOCIALIST PARTY BEGINS CAMPAIGN TO TEACH ISSUES

GIRARD, Kan.—The Socialist party today began its preparations for a campaign of education to last during the next four years, which its leaders expect greatly to strengthen their cause. Eugene V. Debs began today his examination of reports compiled showing the Socialist vote cast at the last election. He will, so soon as he has succeeded in digesting it, propose to National Secretary J. Mahlen Barnes just where the organizers of the party shall be sent and one section that he has already made up his mind that there is a great field for work in Iowa, Kansas and Nebraska. Socialism is gaining among the farmers there very rapidly, he declares.

From Mr. Debs' point of view the new administration at Washington is perfectly satisfactory to the Socialists of the nation. In explaining his position on that point, Mr. Debs today said:

"The new cabinet is as it should be from the standpoint of a Socialist who knows that both the Democratic and Republican parties have betrayed the workman. There is not a workman in it. Why should there be when this is not an administration of farmers or workers? If these classes had sense enough to serve in a cabinet they would never have elected Mr. Taft nor would they have elected Mr. Bryan, but would have chosen a President from their own number."

"The cabinet numbers both Republicans and Democrats, which is proof, if any were needed, that the interests and the aims of the two parties are both capitalistic and that they are at all times ready to unite."

"It is such a cabinet as an injunction judge might be expected to appoint; a cabinet that will prosecute the trusts, but will see that they are not scorched, as witness the outcome of the Standard Oil case in Chicago."

SEXTON FOR HARVARD OVERSEER.

The name of Lawrence E. Sexton will be offered by the class of 1884 of Harvard to the alumni association as a candidate for the board of overseers of the university. Mr. Sexton is a New York lawyer, associated with the firm of Wetmore and Jenner.

EXTRAVAGANCE IN STATE EXPENDITURES, SAYS VAHEY

Ex-Senator, in Appeal to Finance Commission, Cites Figures to Prove Great Increase.

James H. Vahey's commission of seven to consider the alleged extravagances in the state expenditures by heads of departments from the Governor down, occupied nearly all of the attention of the joint committee on ways and means at the State House this morning. There was much cropping out of features of the last gubernatorial campaign in ex-Senator Vahey's attack upon the way in which things are run on the hill with one or two new features.

Mr. Vahey in his position says that extravagance is admitted; that the state tax has increased enormously by reason thereof; that in order to secure an efficient, economic and proper administration of the affairs of the state, a number of competent citizens should be appointed to make a careful and disinterested examination of the methods by which the business of the commonwealth is conducted, in order to secure a reduction in expenses and to protect its citizens from maladministration.

Mr. Vahey's bill accompanying the petition provides for the appointment of the commission by the Governor, examine into all matters pertaining to the finances of the commonwealth, including

Every Chinaman in World Is Now to Be Counted

WASHINGTON—China is about to take a census of the uncounted millions of her subjects. In accordance with the program for constitutional reform, an edict, copies of which have been received at the state department, has been issued directing the police Tao-Tais and provincial treasurers to enumerate the individuals and families of the empire.

The returns must be completed by 1912. All Chinese living in foreign lands, whether as students, merchants or laborers must also be enumerated.

BILL TO CUT DOWN LICENSE RATIO TO CITY POPULATION

Senator Turtle Advocates Making the Proportion One to Every Twelve Hundred Inhabitants.

ATTITUDE OF PUBLIC

Senator Turtle of Pittsfield appeared today before the committee on liquor law in advocacy of his bill to restrict the number of licenses, outside of Boston, to one for each 1200 of population. When the present law went into effect, he said, the apportionment was no doubt just, but the education in matters of temperance has been so great that fewer men drink now than formerly and there was no longer any need of so many saloons.

"I believe," said he, "that our license law has been a great success. One great lesson learned under our law is that temperance has been promoted by it, for you can better keep liquors away from young men than you can under prohibition. It is no greater crime for the kitchen barroom to sell to the minor than it is to sell to the adult."

He was willing, he said, to have the bill apply only to future apportionments and not to the present.

Attorney Henry V. Huse, in opposition, said that he would have to oppose the bill as drafted, but that he would not have great objection to it if it applied to future apportionments.

Former Senator Nathaniel P. Sowler of New Bedford, advocated his bill that, in New Bedford, the voters should annually signify whether or not licenses should be unlimited in number. Under local conditions, as at present existing, many desirable applicants were unable to secure licenses because the licensing authorities were controlled by the brewers.

New Bedford is normally a license town, and will probably vote "yes" in the near future, he said. The vote last fall was a protest against the denomination of licenses by certain interests.

Representative Doyle of New Bedford said that he believed the principle of the bill was right, but that he was more favorably inclined to a general bill. New Bedford should not be selected as a place to try to put new ideas. He believed that under a system of unlimited licenses many reputable men, qualified to sell liquors and having the capital, could get into the business, and that it would then become a question of the survival of the fittest.

debts, taxation and expenditures. It copies quite closely, the bill creating the Boston finance commission.

Ex-Senator Vahey said, "I have presented this petition because I believe the state of Massachusetts can save a great many thousands of dollars if this bill should be passed. I have all the figures of the expenses of the state for the 25 years ending Nov. 30, 1907, except 1906. I have taken the expenditures of all departments, including the executive, and all commissions, and I find that the total expenditures of the state of Massachusetts in money spent for the year 1882 was about as much as our entire state tax is now—the revenue for 1907 was approximately \$6,665,000."

CASE FOR NAVAL PRISONERS WON.

Bishop William Lawrence and other prominent Boston citizens have won their contest for prisoners of the United States navy. Hereafter discharged naval prisoners will be sent to their homes or places of enlistment at government expense when their punishment period expires and they will likewise be furnished with civilian clothing.

PARK FOR BUFFALO, N. Y.

BUFFALO, N. Y.—Plans have been completed for the proposed park and playground here on the square bounded by Spring, West Peckham, Mortimer and Hollister streets. The land consists of 2.35 acres.

CAPTAIN OF BOSTON FREIGHTER IS TAKEN OFF WRECKED BOAT

Tells the Story of the Crash of the H. F. Dimock and Horatio Hall Off Monomoy Point.

PASSENGERS HERE

Officers Are Rescued From the Latter Vessel by the Revenue Cutter Gresham as the Ship Settles.

ORLEANS, Mass.—Capt. John A. Thompson of the beached Metropolitan line freighter H. F. Dimock, which collided with the Horatio Hall on Wednesday morning, left the wreck at noon today and made his report by telephone to the Boston offices of the Metropolitan line. He only left the wrecked steamer after the arrival of the tugs Underwriter and Orion from Boston, with George W. Apsey, general manager of the Metropolitan line, aboard the Underwriter.

For the first time Captain Thompson told of the occurrence leading up to the collision, but declined to place any blame for the affair. Captain Thompson said: "We were proceeding at half speed and blowing our whistle, but I heard neither the bells nor whistles of the Hall nor could I hear anything from the lights. Suddenly the rush of another vessel was heard, and then I saw the Hall loom up before me and I ordered full speed astern. We were not quick enough with the engines and they struck before we could back away."

At 2 o'clock this afternoon the situation of the beached freighter H. F. Dimock was growing more unfavorable hourly. With the rising of the tide this forenoon the steamer swung around broadside onto the beach and the north-west gale was sweeping her. The revenue cutter Gresham is standing off shore unable to get within a half mile of the wreck and the tugs from Boston with wrecking apparatus have arrived, but cannot render any assistance at present.

"I could see that we had rammed our bow into the Hall amidships and I signaled full speed ahead and thus I kept the two steamers together and the passengers from the Hall with the crew were able to pass from the deck of the Hall right onto our bow. We drifted apart and I soon learned we had seven feet of water in our hold and I made for the beach here." "As for the behavior of the officers and men of the Hall, my own men and the passengers, too much praise cannot be given their admirable conduct," said the captain.

(Continued on Page Four, Column Six.)

STEEL TRADE NOW DISPLAYS STRONG SIGNS OF REVIVAL

NEW YORK—The Pennsylvania railroad company announces that it has placed an order for 1000 all steel cars of new design and of greater capacity than any cars carrying coke hitherto built. Several of the railroads are preparing to place substantial orders and a revival in the steel trade is now expected within 30 days. Leading authorities state that there is already a greatly improved sentiment in several branches of this industry.

There has been no cut under the prices recently announced, but it is admitted that wage reductions have taken place throughout eastern Pennsylvania. Employees are accepting the reductions on the understanding that if the tariff is satisfactory and business revives, their wages will be restored to levels in effect before the recent cut in prices.

The Iron Trade Review says today: "Persistent efforts to shade the new prices of nonstructural material have failed, and a very large number of new projects are being figured on. The contract taken by the leading interests in Chicago district amounted to 35,000 tons, including 11,000 tons for the Toole valley, Utah, and 4000 tons for the Vendome building, Chicago. Other important contracts are as follows: American Bridge Company, 6500 tons for Pennsylvania track elevation in Philadelphia; 1000 tons for the Union League building, Philadelphia; 4000 tons for the Jordan Marsh Company, Boston; 1000 tons on the extension of the Fidelity and Casualty Company building, New York, and 2000 tons for the Schlegel building, New York, by the Hey foundry and iron works; 3500 tons for the Merchants' Exchange building and 2000 tons for the Seaboard Realty building, both of New York. About 15,000 tons will be required for the new Curtis building, Philadelphia."

TAFT'S GOLF CADDY TO COLLEGE.

WASHINGTON—President Taft has sent Elmer W. Loring, who carried the distinguished golfer's sticks around the links at Hot Springs, Va., last summer, to the University of Virginia and will pay his expenses.

SECOND installment of articles on the situation in the anthracite coal fields will be found on page 5 of today's Christian Science Monitor.

WILL PREACH IN ENGLAND.

The Rev. Samuel A. Eliot, president of the American Unitarian Association, has accepted an invitation to preach the sermon at the British National Conference at Bolton, Eng., and will leave here March 22.

NEWS FROM THE STATE HOUSE

(Continued from Page One.)

"We do not expect a perfect charter. We are asking you to improve the charter that we have. All progress has been through efforts, attempts and experiments. Without such decay is certain."

"Experiments in city government have been progressing along three different lines—a greater centering of responsibility in the mayor, government by commission, and government by town meeting. Boston is an illustration of the first idea."

"The commission form of government as it is being developed is really a government by a board of directors. The town meeting form of city government is an attempt to go back to the old methods of the New England town meeting. The charter as proposed by the finance commission seems to me in a harmonious way to combine the features of a responsible mayor having complete executive powers, with the wisdom that comes from the aggregate ideas of a commission with publicity for the benefit of the people superior to that furnished by the town meeting form."

"The features of the proposed charter naturally divide themselves into questions of first importance and questions of minor importance, and I may add a third class, which may be called independent questions and which have no relation to the form of the charter itself. Among the questions of first importance I should place (1) the abolition of the primary elections, including the abolition of party designations on the ballot and the methods of nomination; (2) a city council to consist of but one chamber; (3) elections of the council by districts, or at large; (4) the increase of the powers of the mayor; (5) appointments only of experts as heads of departments; (6) the appointment of a permanent finance commission."

"The questions which to my mind are of secondary importance are (1) the simplified ballot; (2) the appointment instead of the election of the street commissioners; (3) the number of members of the board of aldermen; (4) the approval of the civil service commissioners of the heads of departments; (5) a four-year term for mayor; (6) provision for the recall of the mayor; (7) question of salaries for the finance commission; (8) number of names on nomination petitions. The referendum is the only question that occurs to me as coming under the third class of questions entirely independent of the charter."

"The direct primaries are unsatisfactory; they prevent all practical opportunity for the combination of Democrats and Republicans, or of independents with either party in the interest of good government. But what shall take their place? We must have nominations made. The finance commission has proposed a nomination by petition, for these reasons: that it does away with the evils peculiar to the present system, is simple and direct, emphasizes the fundamental distinction between political issues and municipal administration, will require thought as to candidates on the part of citizens, and will enable citizens of all parties as independents to come together and act effectively in the nomination of candidates."

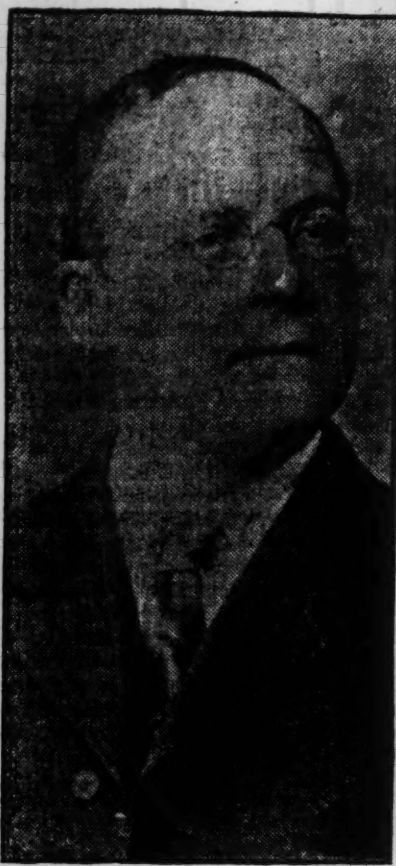
"As to the single chamber, with few exceptions all persons here have agreed that the common council should be abolished and a single chamber substituted in its place. The presentation of the defense of the council by its members was interesting and instructive, for the young men acquitted themselves with great credit. I will venture the opinion that had all the members of the common council in previous years been men of their character we should hear little talk of its abolition. Yet neither in the reasons given by them nor by others, has sufficient ground been revealed for the retention of that body."

"It has been seriously urged that its retention is valuable because of the educational opportunity it affords for ambitious and rising young statesmen. Yet it is not intentionally maintained as a school. The city should not suffer while the inexperienced practice upon its government. I do not contend that there are not good men in the council. I believe there are, but that is no reason for maintaining it if the city does not obtain desirable and satisfactory results from it."

"In connection with the single chamber," he said, "there is no more reason why each district should be represented than why it should be represented in the executive department at Washington or at the State House. The district system of representation in the city council is always productive of extravagance and waste."

"This bill gives the mayor increased power in the matter of appointments, the matter of an absolute veto, and in the matter of originating appropriations. If any fear that the power of appointment might be used to the disadvantage of the city an absolute check on such a possibility has been provided by the proposition in reference to approval of appointments by the civil service commission. The matter of the absolute veto is also in the line of increasing his responsibility and making the division so clearly defined that the people can tell exactly where to place responsibility in case of trouble."

"The permanent finance commission is in my mind as important as any feature of the bill, excepting none. I believe it will do for the city what the town meeting does for the town, and do it better. There has been but little opposition to a finance commission, but considerable opposition to its appointment by the Governor. A commission appointed by a mayor must be more or less subservient to him and a commission elected by the people would be elected by the same votes as the mayor and would not feel



ROBERT LUCE.

(Photograph by Elmer Chickering.)

Mr. Luce appeared at the charter hearing in behalf of the Chamber of Commerce, Merchants Association and Fruit and Produce Exchange before the committee on metropolitan affairs.

that freedom of criticism which is essential for the best results.

"The plan of the finance commission is not dependent in any wise upon your accepting their recommendations in regard to the street commissioners. Election adds one more officer to be elected to the ballot. The finance commission believed that there is no more reason for electing street commissioners, and indeed not so much, as for electing a superintendent of streets, whose management of his office touches the people more intimately. Moreover, all other officers are appointed both in the state and in the city."

"The number of aldermen is a question of opinion. It may be five, seven, nine, eleven or any number. The commission believed that nine is the best. You must keep the number small enough to make it an effective working body, large enough to permit of the wisdom that comes from the combination of minds."

"The provision for approval of appointments by the civil service commissioners has been much criticized. It is simply a notice to the mayor that he must appoint a man of the right qualifications, and one who would be recognized as such by the civil service commissioners. It will also prevent his being importuned by men of influence, friends of some seeker for the position, who knows that he could not receive the approval of the commission."

"The four-year term for the mayor is desirable. Efficiency cannot be obtained without experience, and men cannot obtain experience in any position except in that position."

"The recall is also not an essential part of the system proposed by the finance commission, but is deemed desirable. There has been an attempt here to show that such a recall would not be effective. Let me state that it was not the intention of the finance commission, nor is it desirable, that a recall should be made too easy."

"As to whether the finance commission should be paid salaries, I believe that for a while men could be found who would discharge these duties acceptably without compensation, but the duties are to be very exacting, and if performed will require constant every-day attention to them. I do not know why men should perform this character of duty any more than any other official duty without being compensated for it."

Mr. Bates opposed the referendum idea. "A referendum to the citizens of Boston is not a referendum to half the people who are interested in these questions," he declared. "The people of the entire metropolitan district are equally interested. How are these people's interests to be protected by a referendum to Boston's voters only?"

"I am not one of those who believe that the people are incompetent to vote upon this matter. But we have a representative form of government. I do not believe in the evasion of responsibility by legislators. I believe that on you should fall the responsibility of settling this complicated question in such a way as you believe will conserve the best interests of the commonwealth and of this great city."

At the conclusion of ex-Governor Bates' speech, which occupied two and a half hours, those in opposition to the proposed charter were called for. No one responded and Chairman Crosby declared the hearing was closed.

Changes in Charter Bill Favored by Merchants

Permanent finance commission should be unpaid, not salaried as proposed. City council should pass the budget twice, not more than two weeks intervening between the votes and no amendments being allowed after the first passage. RECOMMENDED BY DIRECTORS. That the whole question of charter revision should be submitted to a referendum.

EFFORT TO MUFFLE THE MOTOR BOATS PRESSED IN HOUSE

The proposal to compel the "muffling" of motor boat motors by legal enactment has been under consideration for some time by the committee on legal affairs and the committee has finally reported a measure which promises a fine for the operator of any boat which does not have some form of muffler which will reduce the noise of the explosion.

The House spent most of its time Wednesday afternoon discussing the muffler bill, which was strongly opposed by Holman of Attleboro and White of Brookline, as unnecessary and a hardship on boat owners. Bernard of Winchester and Dorman of Lynn favored the bill reported by the committee.

Several bills were mentioned, but that which was the most objected to by the owners of boats was one calling for an underwater exhaust. This, it was claimed, was impracticable for an inexperienced man to manage and meant the loss of power.

Persons favoring some legislation of this character attended the hearings from various cities and towns along the coast. Their greatest complaint was of the fisherman, who is likely to be out all hours of the night and who operated his power boat, it was claimed, regardless of the rights of others.

At Cohasset a somewhat successful attempt has been made to solve the problem by private means. Money obtained by subscription among the summer colony was expended in equipping the fishermen's boats with mufflers. It was said at the hearing that the men claimed a boat so equipped had an advantage. In a fog the operator could hear the surf and keep away from the rocks.

Boston Merchants March to State House for Bill

The interest of the business men of Boston in behalf of the charter was shown Wednesday afternoon when after a joint meeting of the Boston Chamber of Commerce and the Merchants Association of Commerce and the Merchants Association, the entire report of the finance commission was approved, but adding the referendum feature, they marched in a body with 200 men in line to the State House to impress upon the committee the earnestness of their indorsement.

When the legislative committee came together at 3 o'clock Wednesday afternoon, it heard George F. Mead, who presented the favorable action of the Boston Fruit and Produce Exchange on the charter, and Henry B. Blackwell, who objected to several features of the bill.

Bernard J. Rothwell, president of the Chamber of Commerce, presenting the united favorable action of the two associations, was first heard. President Rothwell said: "We believe that the amendments should be adopted because they are the result of long, earnest, intelligent study by a group of men unusually well qualified for the task; we believe that the mayor should have a longer term of office and that he should be vested with greater executive power."

"We believe that the common council should be abolished; that the head of every department of the city government should be a man of demonstrated capacity for the position which he fills and the certification of the civil service commission of his fitness for the position; we believe in a permanent board of investigation, similar to the recent finance commission; and we believe that the amended charter should be submitted to the voters of Boston."

"The Boston Chamber of Commerce has long believed in the total abolition of political party designations from municipal primaries and municipal elections. We believe the elimination of party politics from our city government will stimulate independent municipal action and develop an increased sense of individual responsibility for the common welfare."

James J. Storrow, president of the Merchants' Association, the next speaker, after tracing the history of the present charter, said that it had proved a failure. During the last few years, he said, the city has been wasting from \$1,000,000 to \$2,000,000 annually. He said that the common council had made it a business to do about everything except the business for which it was elected.

"A single patch," Mr. Storrow said, "put upon a bad city charter nearly a quarter of a century ago has not produced a successfully working instrument—the evidence is overwhelming that it has not done so. We have before us now a new series of amendments drawn as a result of the most painstaking, careful and intelligent study ever made of the city of Boston's finances and government. We are here to urge you with all the earnestness in our power to adopt them in substantially the form recommended by the finance commission."

Dorchester to Hear Debate on Charter Bill Tonight

The proposed new city charter will be the subject of a debate this evening to be held at the Dorchester municipal building, Columbia road, to which the members of the Legislature have been invited. The participants in the debate will be Guy A. Ham, former assistant United States district attorney, and

EXTRAVAGANCE IN EXPENSES CHARGED

(Continued from Page One.)

"I would like to submit a comparative statement of the expenditures of 1882 with those of 1907 by all of these departments."

In some departments you will find that the expense to the state has increased to 10 times what it was then, since 1882, and one of the most notable of departments in this regard is the state board of health. In 1882 that board cost so far as its actual administrative office was concerned \$1676.01.

"Since that time the general expenses of that department is something rising \$15,000, while in addition to that there was spent for inspection of milk, food and drugs, \$10,000 more; for examining the purity of inland waters \$15,000 more; for the examination of sewer outlets several thousand dollars more; for toxine preparation \$8000 more; for the laboratory \$3000 more, so if you total these all up and compare that total with the \$1676 expended by that board in 1882 you will get some adequate idea of how expenditures have been piling up in 25 years."

"I am convinced that all of the state departments are extravagantly administered. I am certain that some of them are dishonestly administered."

"I am not dealing in generalities but in absolute facts," said Mr. Vahey. "I was told that by a responsible citizen of Massachusetts. I put it out on the stump and the present Governor of the commonwealth closed his mouth. If you would summon the chairman of the committee on public charitable institutions, I think you will be able to satisfy yourselves that in a good many of our institutions these things are going on, that the money of the state is extravagantly spent."

TECH STUDENTS SURVEY OLD MINE

One of the theses now being worked on at the Massachusetts Institute of Technology shows much promise. Three students in the mining department, L. A. Loomis, H. R. Putnam and C. P. Webb, have had at their disposal an old mine near Milan, N. H. Their work has been divided into three parts, sampling, geological surveying and concentration.

They spent a large part of last summer at the mine engaged during a great part of the time in actual mining work and the remainder in taking samples and making topographical and geological surveys. This term will be devoted to the completion of the analysis, to the writing of the geological reports and to corporation tests upon two lots of ores shipped for this purpose.

In the naval architectural department three men are working on some phase of turbine construction, one designing a carfloat, and the other two being devoted to yacht design. H. T. Shen is doing some particularly interesting work on a subject that has never been touched before, namely: "An investigation of the leakage through labyrinth packing in a steam turbine." A novel method will be employed to determine the pressure of the steam in the machine from which the leakage will be determined.

ELIOT COMPARES EDUCATION TYPES

TUSCALOOSA, Ala.—President Charles W. Eliot of Harvard delivered an address Wednesday at the University of Alabama on the "Value of Education," treating his subject under three heads, rudimentary education, secondary or high school education and college or university education.

The need of the first, he stated, was apparent to all. Even the manual laborer needs a rudimentary education. Agriculture, he said, requires the highest intelligence in manual labor, since intelligence is needed in its direction and in the use of tools employed in the modern system of farming.

The secondary education, said Professor Eliot, is to prepare the skilled artisan, which our latter day industry demands, and to open up the view of life and show in some measure a purpose.

College and university education is, he said, to furnish scholars after truth, to make specialists and leaders of thought in commerce, in industry, in government.

CAMPFIRE AT WALTHAM CHURCH. WALTHAM.—An old-time campfire will be given in Emmanuel Methodist Church this evening by the Church Army, an organization of young people. Rogers post, G. A. R., will attend in a body, and J. B. Lewis of Boston will give an address upon Lincoln.

Frederick W. Mansfield, counsel for the state branch of the American Federation of Labor.

Plea to Set Off Beach From Town of Salisbury

A hearing was given by the committee on towns today on a bill petitioned for by Adolphus J. Brissette of Haverhill for legislation to set off from the town of Salisbury that portion of the town known as Cushing, or more commonly known as Salisbury beach.

Mr. Brissette told the committee that the bill was introduced as a result of the feeling among the residents of the beach section that they were not receiving a proportionate amount of accommodations as compared with the amount paid in taxes.

STORROW PRAISES GERMANY'S PLAN

(Continued from Page One.)

contend with and he would like to see all the best of all schools adopted here, but the question would arise as to which is the best. Education is the biggest industry of any community and is also the most difficult.

In answer to questions by Representative White, Mr. Storrow replied that he believed there should be a commission of not less than 5 nor more than 9, preferably an unpaid board. They have a general superintendent with a good salary and two subordinates, one for each branch and well skilled in their particular line. He did not favor having the governor or lieutenant-governor on the commission as they already had enough to do.

Mr. Storrow said that industrial education cannot be worked out in 100 different communities in 100 different ways and felt the state should have general control. He felt that the state might contribute for the maintenance but not for the purchase of land nor the erection of buildings. He did not believe in turning over the state treasury to this new idea but that a substantial sum should be appropriated and turned over to the commission to work with.

So far as the taking over of the present industrial schools he felt that just at this time it might not be wise and would rather let them continue for a time.

William D. Parkinson, superintendent of Waltham schools, in a measure favored the plan, but was of the opinion that there was still plenty of opportunity for study and investigation. Thomas Kiley of Waltham spoke.

LYNN RANGE NEARLY READY. LYNN, Mass.—The new rifle range at Indian Hill is nearly completed and the local militia companies are making preparations to dedicate it on April 19.

CAPTAIN IS TAKEN FROM SUNKEN BOAT

(Continued from Page One.)

CHATHAM, Mass.—Capt. Frank K. Jewell of the wrecked steamer Horatio Hall, his first pilot and first mate with one sailor were taken off the abandoned wreck by the men of the revenue cutter Gresham this forenoon. The transfer was made after the Gresham had stood by the sunken steamer for several hours.

Passengers and Crew of Wrecked Boats in Boston

The crew and some of the officers and passengers of the wrecked steamer Horatio Hall, which was in collision with the Metropolitan line freighter H. F. Dimock off Monomoy point Wednesday morning, arrived in Boston by train at 1 a. m. today. The officers and Second Pilot Harding hurried to Portland on the 1 o'clock train this afternoon to make the first official report of the affair to the home offices of the Horatio Hall at Portland, Me.

On the same train with the men of the Hall were the 10 passengers who were on the two steamers when the collision occurred, and all were loud in their praises of the conduct of the officers and men, declaring that none could have exhibited more bravery than did the officers and crews of the two steamers. As to the responsibility for the collision the officers would make no statement.

Among the passengers who arrived were Mrs. W. H. Casey and her daughter, Miss Elizabeth Casey, of Medford, who were passengers on the H. F. Dimock. The passengers and members of the crew who arrived here today denied the report that some of the officers of the Hall had preceded the passengers when the members of the Dimock's crew were rescuing them from the sinking steamer.

Steward L. V. Huntley said: "Great credit is due to Capt. Frank K. Jewell for his conduct during the wreck, and his management of his vessel and his

crew. He exhibited great bravery, and won the thankful admiration of all. No officer or member of the crew left their boat until all the passengers had been transferred to a place of safety on the Dimock."

The five passengers of the Hall, M. E. Marks of New York; W. S. St. Marie of Biddeford, Me.; Michael Wolan of New York and the Misses Ruth and Guri Elmstrom of Brooklyn, were twice rescued, first being taken off the sinking steamer Horatio Hall to the Dimock and then with the passengers of the Dimock from that steamer to the beach off Orleans by the life-saving crew of the Orleans station. The passengers then were all transported to the town of Orleans, eight miles away.

BIGGER QUARTERS ASKED BY POLICE

MARBLEHEAD, Mass.—Larger quarters for the police department, which occupies a crowded street floor office in one of the public buildings, is needed. The town is considering the purchase of the brick building in Bank square formerly occupied by the Marblehead Bank. The price asked is \$3000. At present the building is occupied by the Marblehead Historical Society. The proposition will be taken up at the annual town meeting.

SOCIALISM LECTURE TOPIC. BROCKTON, Mass.—Joseph M. Coldwell, organizer for the Brockton Socialist Club, has accepted an invitation to give an address on "Socialism" before the Baraca class of the Eastondale Congregational Church Friday evening.

MAYOR OPPOSES LOAN ORDER. TAUNTON, Mass.—Mayor Crossman of this city is opposed to the bill for a state board on city loans. He believes there is no need of such a board and that it would take away the power that belongs, in his opinion, to the city.

C. F. Hovey & Co.

31 SUMMER STREET

Mail Orders Filled on These Goods

MARCH GLOVE SALE

Commencing Monday, March 8th, for two weeks we shall sell the following staple lines of Ladies' Gloves at special prices.

- | | |
|---|--|
| I. Valliers' Two-button Pique French Kid Gloves, fancy welt, in white, tan, mastic, and mode. Regular price \$2.25, for, \$1.65 per pair..... | III. One-clasp Pique Mocha Gloves in grey and taupe shades. Regular price \$1.50, for \$1.15 per pair..... |
| II. French Glace Kid Gloves, twelve-button length, in black, white, mode, catawaba and tan. Regular price \$3.25, for, \$1.95 per pair..... | IV. Oneclasp out seam, Cape Street Gloves, in tan shades. Regular price \$1.00, for 85c per pair..... |
| V. One-clasp Pique Sewn Chamois, in natural color, every pair guaranteed to wash. Regular price \$1.00, for, per pair..... 75c | |

Cold Storage of Furs

We are prepared to store Fur Garments and Fur Pieces of every description with full insurance against damage by moths and fire. Charges, 3 per cent of the valuation. Minimum charge \$1.00 per article, or for sets not exceeding \$33.00 in value. Customers will please state the valuation. Furs Called for on Request.

Maynard & Potter Inc.

Jewelers Silversmiths

WEDDING GIFTS

Diamond and Pearl Jewelry

Sterling Silver

416 Baylston Street

The Berkeley Building

START SEWER WORK SOON.

BROCKTON, Mass.—Supt. Walter F. Cleveland of the sewer construction department of the city expects to begin work on construction for 1909 within two weeks, on North Montello street.

THE new boxes recently installed in our safe deposit vaults in our LOW FIRE-PROOF BUILDING are now ready for rental

The First National Bank

Federal, Franklin and Congress Streets

INSURGENTS AND REGULARS BOTH CONFIDENT OF WINNING

WASHINGTON—Both sides, "insurgents" and regulars, claim that they will win in the expected contest over the rules when the new House is organized, but the chances are believed to favor Speaker Cannon and his supporters. They are encouraged by the thorough understanding which he apparently has with Mr. Taft. The President, while professing neutrality, not openly advising his advocacy of the efforts to revise the House rules, is intent at present on completing the tariff bill and leaving all other matters alone.

The regulars' canvass showed a majority of 19 for the regulars in the House next Monday, and that the only problem was to prevent absenteeism. Friends of Speaker Cannon say that a number of the insurgents have come over to Cannon as a result of President Taft's position.

The insurgents claimed Wednesday afternoon that they had 36 Republicans pledged to vote against the present rules. With the solid vote of the Democrats this would give a majority of 12 over Speaker Cannon and his friends. They do not give names and the claim is discounted by impartial observers. Twenty-four Republicans, combining with the Democrats, are enough to control the organization of the House.

The Democrats, the insurgents say, have agreed that they may select any Republican they desire and the Democrats will vote solidly for him. The insurgent choice is said to be Victor E.

Murdock of Kansas, who has been in the opposition to Mr. Cannon for a long time.

The Insurgent Movement and How It Had Its Start

WASHINGTON—The Republican insurgent movement was organized by Congressman Townsend of Michigan for the purpose of amending the rules of the House. This movement began in Townsend's office. He first called there a few level-headed members, who, like himself, felt that the rules ought to permit a member to call a bill up for a vote by the House without having to ask the personal permission of the speaker or anybody else.

The committee on rules agreed to adopt the Townsend amendment and lay it before the House for consideration, when it would be incumbent on Townsend to persuade a majority to vote for it. The result, as is well known, was its adoption by the House.

But this did not at all suit the insurgents, who were more intent on thwarting Cannon than they were for any improvement in the operating machinery of the House. Presently they formed an alliance with the Democrats, and now they say that they can secure enough additional Republican votes joined with the Democrats to be able to revise the rules completely and elect one of their own number speaker.

Land Frauds in Northwest Are to Be Investigated

WASHINGTON—Land Commissioner Dennett is busy organizing his forces to clean up old business in the land office, and to get at the bottom of new frauds alleged to have been committed in the northwestern states.

The field force of the land office will be increased at once by 200 trained men, who will be put at work this summer in the northwest, where cold winters make it necessary to do most of the outdoor work in the summer months. A million-dollar appropriation is immediately available.

New "Wireless" to Flash Three Thousand Miles

WASHINGTON—Contracts have been let by the government for the construction of what is expected to be when completed the most powerful wireless station in the world. The station will be erected here, and when it is in working order it will be able to communicate with naval vessels 3000 miles away.

Secretary Meyer affixed his signature to the contract that will give a Pittsburgh concern the work, which is to cost \$182,800. This will include the erection of a tower in Washington and the equipping of one or two naval vessels with apparatus strong enough to receive the powerful currents flung through the air from the station here. The tower is to be 600 feet high, and it will be fitted with the highest power instruments that can be devised.

HELPERS OF CHILD WATCH BAY STATE

The remarkable general indorsement of the playground movement and what it involves, by the voters of Massachusetts, is attracting attention nationally. Dr. Luther H. Gulick, president of the Playground Association of America and chairman of the Playground Extension Committee of the Russell Sage foundation, makes this statement of interest: "The general sentiment of the voters of a state has been tested for the first time in America with reference to their estimation of playgrounds. It is fortunate that this test occurred in Massachusetts because Massachusetts has had a longer playground experience than any other state in America. The overwhelming vote in favor of playgrounds is an additional evidence that the American people propose, first of all, to take care of their children."

By supplementary returns from elections held in towns and cities of Massachusetts this week, the majority vote in favor of public playgrounds is considerably increased.

BRIDGE HEARING DATE DECIDED

LAWRENCE, Mass. — Clinton White and George W. Bishop of the board of railroad commissioners, together with the members of the central bridge commission, mill agents and interested citizens spent a greater portion of the day in viewing matters relative to the central bridge project.

An adjourned hearing will be held before the railroad commissioners at Boston on Tuesday, March 23.

NORTH RIVER TUBE ENDS MEET TODAY

NEW YORK—The rock that separates the two ends of the fourth and last McDoo tunnel under the North river will be blasted out today.

This is the north tube of the downtown pair, and will be used for westbound traffic between the Church street terminal in Manhattan and Jersey City. It will be 6000 feet long.

Coal Situation Important to Entire Country

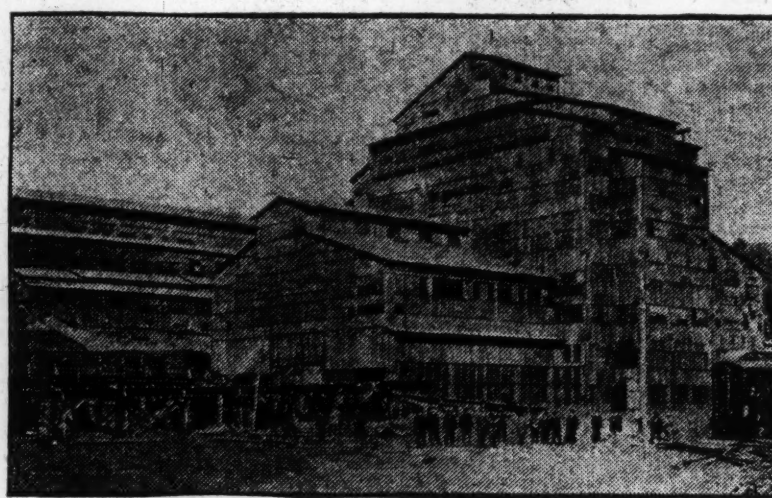
THE anthracite coal operators and leaders of the United Mine Workers of America met today at the offices of the Reading Company in Philadelphia to confer on the subject of renewing the three-year agreement which expires April 1. This is the second of three articles dealing with the subject of the coal industry and is sent by a correspondent of The Christian Science Monitor in the anthracite district.

POTTSVILLE, Pa.—One of the greatest natural wonders of the world is the strip of land 125 miles long by 35 miles wide, containing about 500 square miles, situated in the eastern part of Pennsylvania and abutting into Lackawanna, Luzerne, Carbon, Lehigh, Schuylkill, Northumberland, Dauphin, Columbia and a small part of Sullivan counties, containing the greatest coal area and being imbedded with the anthracite coal deposit of the world.

Nowhere else on the surface of this broad earth is there another such a coal basin and it is scarcely to be wondered at that the greed of man sees in it its opportunity to force the situation and make of this natural deposit a commercial monopoly that shall squeeze the money coffers of the earth and form the most gigantic compact, strong and unlimited in its power, that has ever been known in its financial history.

A region that, from the time, 1814, when the mining of coal actively began, to the close of 1906, produced 3,540,000,000 tons of the precious black mineral must needs be recognized as one of the wealthiest and strongest factors in min-

ANTHRACITE District Views—At right, Packers' Lehigh & Navigation Company at Shenandoah, Pa. Just below, Lytle Colliery at Minersville, Pa.



MINE BOSS AT HIS DESK.
All day he sits here deep below the earth's surface doing business by lamp light.

eral rights on the face of the earth, particularly since more than has been mined of these precious "black diamonds" still lies intact under the surface, deep down in the bowels of the earth, awaiting the magic torch and mining implements of the miner of the future who with the dollar of the corporation will unearth the rich treasure.

With such results at stake the question of a possible strike becomes a momentous one. The agreement between the coal mining companies and the miners will expire April 1 and the solution must be reached by that time. The region has been fairly prosperous, the work regular and the wages fairly good under the circumstances.

In the two latest struggles with the miners, the strikes of 1900 and that of 1902, the operators were balked in their determination to break up the United Mine Workers of America by the late Senator Mark Hanna, then chairman of the national Republican committee, and in the 1902 warfare President Roosevelt brought about a settlement for three years.

At no time have the companies been prepared as now to resist the demands of a strike. Immense storage yards at Abrams, Reading, Philadelphia and New York are filled to overflowing with several millions of tons of coal, enough to last all of next summer and part of the coming winter.

The demands of the miners are: First—An increase of wages. Second—An eight-hour day. Third—Abolishment of the conciliation board. Fourth—Collection of the U. M. W. A. dues by the operators. That an all-round eight hour day in

and around the mines is not practicable was settled in the issue of 1902, when nine hours was accepted as the minimum. The operators, however, may be willing to pay on the eight-hour-day basis if permitted to run their operations on their own schedules.

The consensus of opinion is strongly against the last two demands, and the companies, it is believed, will never accede to either of them.

The conciliation board was formed by the arbitration board at the last struggle, and was a pet scheme of President Roosevelt, Chief Justice Gray and others. Both the officials of the United Mine Workers of America and the corporation heads were apparently satisfied with its operation. Before the conciliation board was formed every district and almost every colliery had its grievance board. The most trivial matters were hatched up and aired at these meetings. The conciliation board entertains only bona fide grievances and its mission deals with the realities and not trivialities. Any fair-minded workingman will acknowledge that its operations have been of benefit to the union.

The collection of union dues by the operators in many quarters is looked upon as a joke. After Franklin B. Gowen bought up the coal lands of Schuylkill county and the individual coal operators went to the wall, the company stores were abolished. The men were paid their wages and were free to spend them where they chose. Under the old system it was customary to take up collections when a man was hurt or killed and this list was deducted from the monthly payroll, but this system, too, was abolished. Since the last strike the United Mine

Workers of America has had difficulty in collecting its dues. A button to be worn was issued those who were paid up, but even this did not have the desired effect, and the demand was evolved to make the companies collect the dues from the pay-roll; i. e., the United Mine Workers of America proposes to make the company and operators furnish the sinews of war to them with which they will fight the operators.

The coal magnates are largely to blame when they state their ultimatum and then refuse not only to arbitrate but to meet on any terms whatever representatives from the workingmen. Then the official representatives of the union are equally stubborn. They realize the backing they have behind them and they resent with bitterness the attitude of the operators.

When a difficulty was being settled about two years ago in the bituminous regions the operators were very anxious that work should be resumed at once, and the dues of the men were paid the local branch of the United Mine Workers of America. It was not a general concession but merely a local question. This settlement has given rise to the statement that emissaries from the bituminous region would come into the anthracite coal fields and settle matters; that the operators would pay the union dues.

This would not be the first time that the miners of the bituminous region controlled affairs in the anthracite coal districts and always for their own benefit. In the meanwhile, the organizers of the Mine Workers Association are not idle but are reclaiming their old members, making them pay up their dues and reinstate themselves with the union that by April 1 the organization may be prepared to enforce any demands it may make of the operators.

The bituminous region has been known to work the anthracite most beautifully, calling the men out in a sympathetic

strike and when the bituminous men settled their grievances they went to work, not caring when their anthracite brethren came in or how they settled with the operators.

When the heads of the coal company, of whom the principal one is President Baer of the Reading company, and representatives from the 40 national organizers, with President Lewis at the head, met in New York for conference, it will be determined whether there will be a strike or not April 1.

The conference, as stated heretofore in these articles, will take up the questions of an eight-hour day, the weighing of coal, an increase of pay for outside and the, to the operator, obnoxious collecting of dues for the union by the companies, known as the "check off" system. This demand, it is safe to say, will not be acceded to.

The miners expect to be offered a three years' renewal of the present agreement, but they believe there may be a short suspension of work after March 31 until the negotiations are concluded. The business men of this great region, who are the grist ground fine between the upper and nether stones of labor and capital, devoutly hope that no agreement will be made for less than three or more years, for nothing is so disastrous to business as a constant contention between the two forces that make or mar the prosperity of the region.

President John Mitchell, former head of the United Mine Workers of America, it is said, arranged for the conference. Mr. Mitchell was a guest at a dinner given by President Baer, being a warm personal friend of Mr. Baer's. The latter agreed to meet the representative of the miners' union. The matters for this conference are not given the public, only the main topics. Almost a month to digest the main points is sufficient to strengthen any cause, however weak, and hope is rampant.

LYNN STITCHERS WIN IN STRIKE

LYNN, Mass.—The strike of the McKay stitchers, which at one time involved upward of 150 men employed by 35 different shoe manufacturing concerns, came to an end late Wednesday afternoon, all but four of the firms having accepted and signed the new price list providing for a standard uniform wage of eight cents per dozen for sewing McKay shoes. The price lists in the remaining shops did not expire until Wednesday night. It is understood that these four concerns are prepared to accept the Lynn's new terms and thus terminate Lynn's most successful short-lived strike.

May Manton Patterns

SOLD AT

Chandler's Corset Stores

12-14 Winter Street and 422 Boylston Street
Boston, Mass.

All 10 Cents Each. By Mail, 12 Cents

Catalogues 10c Each By Mail 15c Fashion Sheets Free

THESE PATTERNS ARE THE BEST THAT CAN
BE PURCHASED ANYWHERE AT ANY PRICE

WE FREQUENTLY SELL ALL OUT ON SOME ITEMS IN OUR Friday and Saturday Bargain Sales

Why Not?

A proposition like this appeals at once to one's desire to "get the most for the least." (This phrase is not original, but is good.)

Round Cluny Centrepiece

1.10
Regular price \$1.75. 24 inches. Two-inch edging and a square insertion of lace, with one inch of fagoting in center. They will all go before Saturday night.

Street Floor

Persian Saddle Bags

Genuine Antiques

2.50

If you saw them in Constantinople, or London, you would jump at them at \$5 or \$6. Buy them of us this Friday or Saturday at \$2.50 and save that difference. Our regular price is from \$3.50 to \$7.

Third Floor

Chinese Grass Linen Emb'd Waist Patterns

Slightly Soiled

AT HALF PRICE

Those that were \$12.00 at .60 Those that were \$10.00 at .50 And some exceptionally pretty and fine Chinese Lawn Hand-Embroidered Waist Patterns at 3.75.

From Switzerland for Easter Gifts

Ladies' Hand-Made All Linen Handkerchiefs from 50¢ to 1.50 at a discount of 25% on Friday and Saturday

Street Floor



Lamp or
Electric
Light
Shades

15c
Regular Price 35¢

And at the same time on the fourth floor some

Twine Shopping Bags

At 15c
That sell usually at 25¢
Fourth Floor

Wilton Rugs

The best we can buy.

The best you can buy.

The best anyone can buy.

27x54 inches 3.30. Regular 4.25
36x63 inches 4.90. Regular 6.50.

Axminsters

27x54 inches 1.85. Regular 2.25
36x63 inches 3.25. Regular 4.25
Second Floor

MALDEN'S HOPE TO BLOCK EXTENSION OF "L" INCREASES

Citizens of Malden today are interested in a new phase of the opposition to the proposed extension of the Boston Elevated railway's overhead structure. Hopes of a satisfactory solution of the matter are entertained as a result of the stand taken by Mayor George L. Richards and the members of the influential Shawmut Club.

The chief objection to the plans broached by the Elevated Company is that the structure proposed would run through the residential district of Ward 1, which happens also to be the home of the club. A strong statement by the mayor and the enlistment of the organization on their side has given the residents of that ward and other citizens much encouragement. The attitude of Mayor Richards and the consensus of the club's opinion were made clear Wednesday night at the annual banquet of the club at Odd Fellows' Hall.

The guests, who numbered many of the city's prominent men, with the members of the club who sat down to the tables numbered nearly 300.

A reception was held from 8 until 8.30 o'clock, the reception committee consisting of Representative William Niedner, Representative Thomas P. Riley, Alderman William F. Murphy, former president of the club; David Graham and Thomas G. Love.

The toastmaster was Alderman William H. Murphy. The first speaker was President Peter J. McDuffee of the club, who gave the address of welcome. Other speakers were Speaker Walker of the House, Representative William Niedner, Albert V. Eaton, Representative Charles E. Bennett, Dr. Charles Stackpole, ex-Senator Charles L. Dean, Senator Wilmot R. Evans, Jr., Mayor Richards, ex-Representative Frank A. Bayrd, Alfred E. Cox, Councilman Charles Parker.

HONORS AWARDED BY PHI BETA KAPPA

The Phi Beta Kappa Society of Harvard has elected five men from the class of 1909 to honorary membership for special attainments, in addition to those chosen some weeks ago.

The newly elected members are James T. Addison of Stamford, Conn., one of the editors of the Harvard Monthly; George H. Edgell of Newport, N. H., a member of the Advocate editorial board; Julian E. Garney of White Plains, N. Y., well known as an artist; John M. Gorton of Philadelphia, associate editor of the Crimson, and Basil D. Hall of Cambridge, president of the University Y. M. C. A.



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It is made of the best selected flour that can be obtained, prepared under special supervision of experts. It is the most wholesome and delicious bread you can put on your table. As toast it is unexcelled. If your grocer cannot supply you send us his name and we will.

Cestus Bread Company
208 Pleasant Street
BOSTON, MASS.

Hints by May Manton



6272 Seven-Gored Skirt,
22 to 32 waist.

The quantity of material required for the medium size is 10 yards 27, 3 1/4 yards 44, or 4 1/4 yards 52 inches wide if material has figure or nap; 7 yards 27, 3 1/4 yards 44, or 3 1/4 yards 52 inches wide if material has neither figure nor nap. The pattern 6272 is cut in sizes for a 22, 24, 26, 28, 30 and 32-inch waist measure, and will be mailed to any address on receipt of 10 cents. (If in haste send an additional 2-cent stamp for letter postage, which insures more prompt delivery.) Address

May Manton Pattern Co.
132 W. 27th STREET, NEW YORK
MASONIC TEMPLE, CHICAGO
Or Any May Manton Agent.

We want your business. Will you please mention The Monitor when buying?
WALTER M. HATCH & CO., 43 and 45 Summer Street

Development of the Automobile for Commercial Purposes

MOTOR CAR RACING AND ITS INFLUENCE ON THE INDUSTRY

Hugh Chalmers Believes Much Has Been Accomplished by It in Developing Great Improvements Made.

SMALL CAR RACING

One of the leading exponents of the automobile industry who has been attending the auto show in this city during the week is Hugh Chalmers, president of the Chalmers-Detroit Motor Company. Mr. Chalmers has followed the development of the automobile industry in this country very closely and he is a firm believer in the fact that racing has done a great deal toward developing the auto both as a racing machine and a commercial product. Mr. Chalmers recently made the following interesting remarks regarding this subject: "If automobile manufacturers think they have reached the point where their product is perfect, then they can well afford to give up racing and contests of all kinds, but if they are willing to admit there is still room for improvement then I think they should encourage legitimate contests, because racing has done more to perfect the motor car and bring it to its present advanced state of development than almost any other agency."

"If there is a mistake in the design of

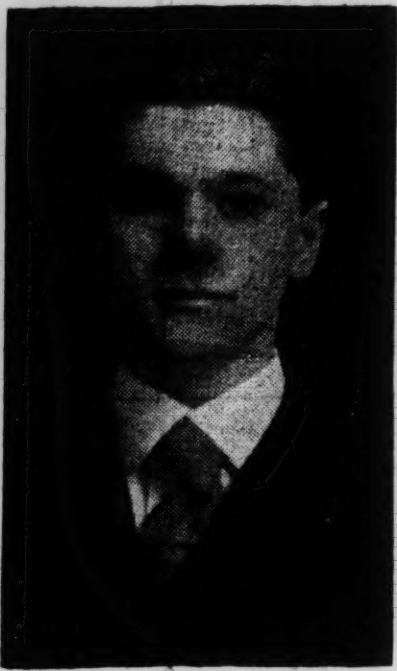


HUGH CHALMERS, President Chalmers-Detroit Motor Co.

a motor car or a weak spot in the construction or an inferior piece of material in the severe test of a race or endurance contest will uncover it. The strain of a race first tells on the weakest place in the car, and no car is stronger than its weakest point. There are some good lessons to be learned from nearly every race. I mean a lesson that can be turned to some practical benefit to the average owner of a car.

"Automobiles have, of course, reached a high state of development, but we cannot say that they are perfect, that no further improvements can be made. The automobile industry is only fairly started. Where you see hundreds of cars in use now, you will see thousands in a few years. New conditions will arise and new demands to be filled. While we probably will not see any radical departures from the present ac-

(Continued on Page Seven.)



GEORGE S. LEONARD, Boston Branch Studebaker Mfg. Co.

PALMER-SINGER ATTRACTIVE CAR

These Elaborate Automobiles Are Being Exhibited at Present Motor Show for First Time.

Prominent among the exhibits at the Mechanics building is a line of fine cars never before exhibited in Boston. In point of class they give every evidence that their makers have carried out their expressed intention of competing with only the finest and highest grade foreign cars.

One of the most attractive of the new Palmer-Singer models is the Palmer-Singer Six-Sixty, 6 cylinder, 60 horsepower speed car, known as model LXII, selling at \$3500, equipped with toy tonneau body. It is a big, rakish-looking car; its suspension and its wheel base of 126 inches, and its long hood, giving all the appearance of the foreign semi-racer. Its six cylinders are cast in pairs. It has a bore and stroke of 4 1/2 x 5 1/2 inches, giving it a power rating according to accepted methods of computation of 70 horse-power, although the manufacturers' rating is conservatively placed at 10 horse-power less than this figure. The early cars of this type have shown a speed of 75 miles an hour in the hands of private owners, so that the manufacturer's guarantee of 65 miles an hour, which goes with each of these sixes, may be accepted as being equally as conservative at its catalogued power rating.

The Palmer-Singer town and country car is rated at 28-30 horse-power, and catalogued as model XXXIIB, and is now priced at \$3500. It is one of the handsomest town cars on the market. Many of the New York society leaders have purchased the car on its appearance alone, accepting the well-known standard of its makers as sufficiently indicative to its performance and efficiency. As a matter of fact, it is the only town car which is equal at any time to a tour between New York and Chicago; its horse-power being nearly double that of most town cars is responsible in part for its name, "Town and Country Car," which, however, was not bestowed until a number of its purchasers had used it for country work of a most trying sort. Several Wall street men living well out in the suburbs use these cars daily as a means of transportation between home and business, and, in fact, have coined the term "commutator" to designate a former commuter who now goes in and out by motor car. This model is furnished in both limousine and landaulet types.

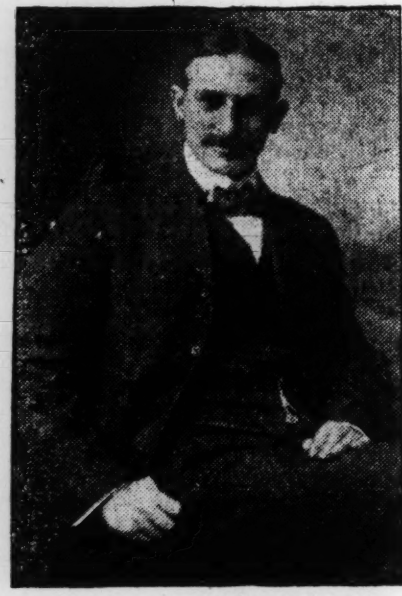
FAMOUS AUTO RACER CLAIMS AMERICANS ARE AS GOOD AS ANY

Says Lack of Preparation in Manufacturing End Is Responsible for Small Number of Victories.

The question as regards the superiority of the foreign automobile driver over the American has caused considerable discussion, and advocates of both sides have had considerable to say on the subject. The fact that American drivers have won but few big contests has aided those who claimed they were inferior in arguing their case.

One of the most ardent defenders of the American driver is George Salzman, the famous road racer. He claims that the American has all the qualifications to make him a successful racer, and expresses his views regarding the question as follows:

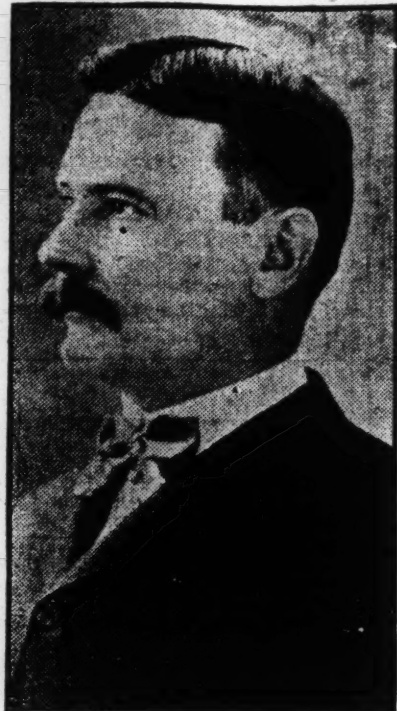
"I would say, most emphatically, yes. Look up the records of any race and you will find that the American drivers have just as much good judgment and all the qualifications that make a good driver, but, unfortunately, in the special racing-car races their cars lack preparation, consequently their failure to win. I will take the liberty of stating right here that within the next few years you will see our American drivers shine, just the same as Americans do in other branches of sport. Take our stock-car races, for example. You will find that American cars with American drivers have shown



A. M. WELCH, Factory Representative Studebaker Co.

absolutely that American stock cars are superior in many respects to the foreign cars, especially in an endurance contest, where extremely bad road conditions are to be met—as, for example, in the great New York to Paris race, where an American car, the Thomas, defeated a field of five of the best foreign cars built in a race around the world, and beat the nearest competitor by six weeks and three days. Allowing that foreign cars and drivers hold practically all high speed records, of course that is accomplished by specially built racing cars which most foreign concerns have specialized and experimented on for years, whereby they are able to attain the highest speed possible.

"I believe that all racing should be done with absolutely straight stock cars, just as they are turned over to the buying public. This would not only go to prove the best car manufactured, but would develop the automobile as used



PRESIDENT J. H. MacALLAN, Boston Automobile Dealers' Association.

MANY ENTRIES FOR AUTO RACES

Indications Point Toward a Large Field of Racing Cars in Annual Daytona Beach Events.

NEW YORK—From the way in which entries are coming in for the seventh annual Daytona Beach (Fla.) speed contests, March 23 to 26, the field promises to be a large one. The entries of two Fiats have been made, and Paul La Croix, American manager of the famous Renault firm, expects to send his entry for two or three cars. Herbert Lytle telegraphed that he would make an entry before Saturday, and the importers of the Benz cars expect to make at least one nomination.

The question of referee was decided when it was accepted by S. A. Miles, general manager of the National Association of Automobile Manufacturers. Mr. Miles will go South this week and attend to the preliminaries for the race meet at Daytona. Fred J. Wagner, the official starter of the Vanderbilt Cup and Savannah races, will have charge of the entries and start them this year.

B. F. Kelsey, chairman of the board of control of the National Cycling Association, will have charge of the score or more of professional bicycle riders who will take part in cycling contests and record trials. Ernest La Rue Jones will superintend the flying machine efforts. Earle Ovington, president of the Federation of American Motor Cyclists, will act as chairman of the technical committee, and the motor cycle entries include the greatest number of fast machines ever entered. One of the entries was a 20-horse-power Indian racer by Chapple, who intends to challenge Bruce Brown, a well-known New York amateur automobile driver, to a race on the beach.

every day to a point of perfection. These freak racing cars do not show anything other than terrific speed. After a race is over they are shelved until the next special event, and, as no reasonable man would care to drive them through our city streets, what good are they? I firmly believe the day for special racing cars is over, or will be soon—especially in America.

"To prove the real value of an automobile from a prospective buyer's standpoint, the cross-country run is certainly a very strenuous feat in more ways than one. For example, take the Buffalo, Pittsburgh to Philadelphia record run, a distance of 556 miles. This I consider the hardest run possible, taking the mileage into consideration, of any record in this country. Any stock automobile making this run inside of 21 hours elapsed time and without any mechanical troubles whatsoever can be considered as a marvelous achievement.

"I also believe that a transcontinental race would surely prove the weak points of a good many cars and the winner would surely be a wonderful car—providing that no repairs or mechanical adjustments are allowed. I firmly believe that in the event of the car breaking down so that it can not proceed under its own power it should be compelled to withdraw from any event of this kind, as the allowing of repairs or replacements not only deceives the buying public but also prevents the car with the least mechanical trouble or replacement from receiving the proper amount of credit which is due it.

"In the very near future practically all contests will be run along these lines. Of course, there will be other racing, but the auto owner and prospective purchaser will watch the cross-country race for real valuable information."

AUTO TRUCKS FORM INTERESTING PART OF MOTOR EXHIBIT

Cars for Every Commercial Purpose May Now Be Seen in Basement of Mechanics Building.

CLUB GIVES DANCE

There continues to be a large attendance at the automobile show, Tuesday night noting a very good attendance. While there were not as many there as Monday, the crowd was made up almost entirely of persons who were deeply interested in motor cars and they had an excellent opportunity to examine the 80 odd makes of automobiles exhibited there, to say nothing of the many accessories.

One of the pleasantest features of the show to date was the automobile ball given by the Bay State Automobile Association. The grand march was led by Manager Chester I. Campbell and Mrs. Campbell. The dancing began shortly after 11 o'clock. The visiting agents were the guests of the club, and it proved an agreeable opportunity to improve socially these acquaintances.

One of the interesting features of the automobile show is the outdoor exhibit on Huntington avenue. There can be seen about every car that is on exhibition in the hall, and it is there that the actual working abilities of the cars are shown. This display on what is known as demonstrator's row is a feature connected with each automobile show that is of greater interest to some people than even the exhibit in the building. It is a most interesting place to even the man who is casually interested in the motor car and from the time of the opening of the show until closing time there is a busy scene here.

After seeing the cars in the hall, the prospective customers are rushed to demonstrator's row and driven away over the roads for a 20 or 30-mile ride in order to learn how easy the car runs. Each year this is a feature of the show, but never so much so as it is this year for the simple reason that there are more cars shown in Mechanics Building this week than ever before.

Probably never before in this country has there been a more complete exhibit of trucks of all kinds than there is at the automobile show in Mechanics building this week. It is a well known fact that the demand for trucks is increasing daily, and it is an equally well known fact that manufacturers of trucks are rapidly developing their product, which is demonstrated by a visit to the show. In the basement of the building there are exactly 50 different makes of trucks, 10 of them electric and 40 gasoline. The exhibit in itself is well worth going many miles to see, for in it are trucks and wagons of every description, capable of carrying loads of from a few hundred pounds up to several tons. Chester I. Campbell, manager of the show, worked this year to make this part of the show a feature of it, and that he has succeeded in doing this is a fact proved by a visit to this department.

DRACUT-LOWELL ROAD TO BE BUILT

The county commissioners of Middlesex have agreed that a highway should be built from the city line of Lowell through Dracut to the limit of their jurisdiction in an easterly direction. This limit is at the Methuen line, where the county commission of Essex must take up the work. As soon as the latter commission gets down to business, the work will be under way.

TWO SHIPS RACE FROM HONG KONG

BALTIMORE—A 14,000-mile race between two of the fastest sailing ships that trade to this port ended when the British bark Eclipse, Captain White, passed in the mouth of the Patuxent river and hove to at quarantine. A few hours behind the Eclipse was the British bark Juteopolis, the other entrant in the long race. Both vessels, loaded with masting, sailed from Hong Kong, the Juteopolis on October 25 and the Eclipse November 29. It took the Eclipse 36 days less to make the voyage than was consumed by her rival.

PULLMAN OFFERS SEVEN MODELS

Visitors have been much interested in the Pullman automobiles which are being exhibited at the auto show by the Crown Motor Car Company, who are the local agents for this make. There are seven models of the Pullman, and the completeness of the line is one of its prime recommendations. There is a car for every man and for every purpose.

This year the company is introducing a new model, K 30, thereby adhering to its policy of maintaining its line complete, from the two-passenger four and six-cylinder runabout to the seven-passenger touring car.

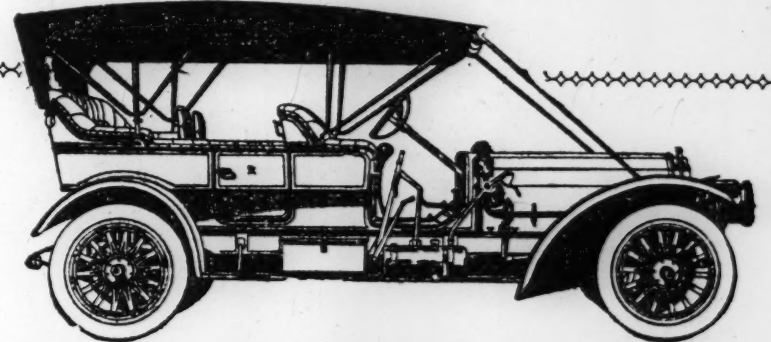
The cylinders of the Pullman engine are cast separately and bolted together, so as to make it possible to make easy and economical repairs in case any fault should develop in any one of them, and yet retain the advantages of the "en bloc" casting. The company especially emphasizes the value of its new oiling system, which is a positive oil level controlled by valve adjustment. The transmission packed with lubricant in an oil-tight case has been found to give the most perfect satisfaction.

LOOKS OUT FOR SMALL DETAILS

At no automobile show in this country is so much care and pains taken in the little details as there is at the Boston Automobile Dealers Association show in Mechanics Hall. As an example of this might be mentioned the huge floor plan which hangs in the main hall near the entrance of the building. This plan is really the first thing one sees as he enters the building, and nothing could be more desirable, for it gives at a glance the knowledge one seeks as to the location and points of every exhibit in the building, and is a most desirable source of information.

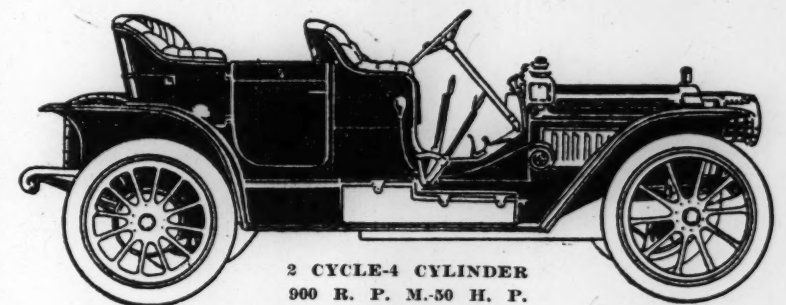
This plan is one of the results of the efforts of Manager Chester I. Campbell to make Boston's the most perfect show in every detail in this country, and it is one of the things most often commented on by the visitors to the show. Another feature much worthy of praise is the information bureau. Here any question pertaining to the show can be answered, and those in charge of this bureau during the show week have as many questions hurled at them as the man filling the same position in either of the terminals in the same length of time.

Welch **FINEST EXHIBIT**
At the Show
Touring Cars, Runabouts and Town Cars of high Power, 4 and 6 cylinders, 50 and 75 Horsepower, will be exhibited at Mechanics Building, March 6 to 13



SHOW SPACE, 331 BASEMENT

American Simplex



2 CYCLE-4 CYLINDER
900 H. P. M-30 H. P.

Salesroom, 10 Columbus Avenue

AJAX TIRES

Are as much better than other tires as the AJAX GUARANTEE is better than the guarantee of other makers. Doesn't that sound logical? They know their tires—and we know AJAX Tires.

Every AJAX Tire sold is accompanied by a guarantee of 5000 miles.

If other makers were as sure of the quality and life of their product wouldn't they be willing to meet the AJAX GUARANTEE?

Well, they haven't done so—to date.

AJAX-GRIEB RUBBER COMPANY

Boston Branch - - - 15 Park Square
Factories Trenton, N. J.

Exhibiting at the Automobile Show



TALBOT HALL, BOSTON SHOW

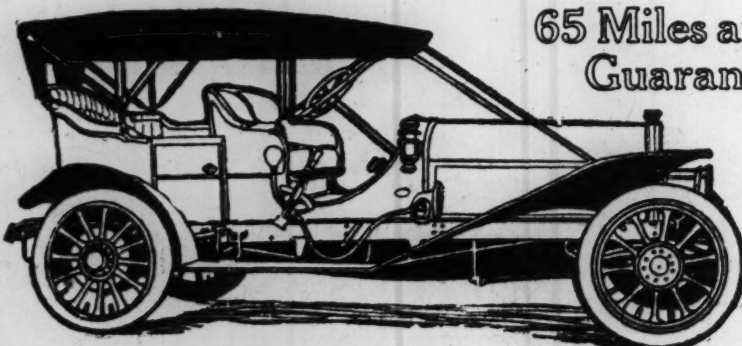
CROWN MOTOR CAR COMPANY,

W. A. SHAFER, Pres.

SEE THEM AT THE SHOW

PALMER SINGER

ALL CARS SOLD BY US ARE LICENSED UNDER SELDEN PATENT AND GUARANTEED FOR ONE YEAR.



65 Miles an Hour Guaranteed

Palmer-Singer Six-Sixty 6-Cyl. 60 H. P.

Toy Tonneau \$3,300 Top Extra

Specifications Common to All Palmer-Singer Models

Nickel steel is used to give lightness and strength. Imported F. & S. ball-bearings exclusively. Bosch high tension magneto and multiple disc clutches. Size of cylinders, 4 1/2 x 5 1/2. Drop forged I beam, front axle—four speed selective type, sliding gear transmission with direct drive on third speed. All brakes equalized, all expanding type and on rear wheels. Universal joints on all steering connections. Shaft driven, all moving parts inclosed in dust-proof cases.

PALMER & SINGER MFG. CO.

1620-22 4 Broadway, N. Y.

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OF

Automobile Bodies

Repairing and Painting a Specialty

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Cambria Street, Boston

Telephone 687 Back Bay

GENERAL VEHICLE COMPANY

ELECTRIC DELIVERY WAGONS AND TRUCKS

Deliver goods and freight in a more reliable, cleaner, swifter manner, and are More Economical than horse-drawn vehicles. We have the proofs—Let us show you

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BASEMENT, BOSTON AUTOMOBILE SHOW

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BOSTON, MASS.

Both Gasoline and Steam Automobiles Have Their Admirers

The Gasoline Motor Car

The streets of our cities are filled with fleet carriages propelled by a power unseen. They seem like great creatures as panther-footed they swing swiftly round the corners. It seems long ago when gasoline automobiles used to labor gasping at the grades or rumble by with all their internals in noisy commotion. To one point the intent thought of many thousands of men is directed—to the perfect utilization of a wonderful power. Little drops of a crystalline fluid inhaled along with a big breath of air into a closed cylinder and then compressed will push a piston down with a half-ton stroke if at the right time a tiny spark begins the burst of explosion.

Once there was a man who made a steam cannon. Water was introduced into such hot quarters that it practically exploded in steam driving out a projectile. Likewise there was a man who thought of making a gun into an engine. He intended to get power by exploding gunpowder in a closed cylinder. This was as far back as 1680. The design of an engine was made in 1833 in which a mixture of air and gas was intended to be fed to the cylinder by pumps, and there ignited by an open flame and so exploded, but it is not known that it was ever built. Gradually investigators came to conceive of the value of compressing the gaseous charge in the cylinder before firing it, and in 1860 an engine of the compression type was used. Finally, in 1876, Otto brought out his engine of the compression type, surpassing in efficiency anything before produced. Then came Daimler about 10 years later with his invented means for using the wonderful liquid fuel, gasoline or petrol, and governing the charge by poppet valves; and along the lines of his thinking modern engines came to be built by the long list of early experimenters.

But what was the use of a motor car, if the laws required, for instance, that a man should walk in front of it waving a red flag to warn all people of

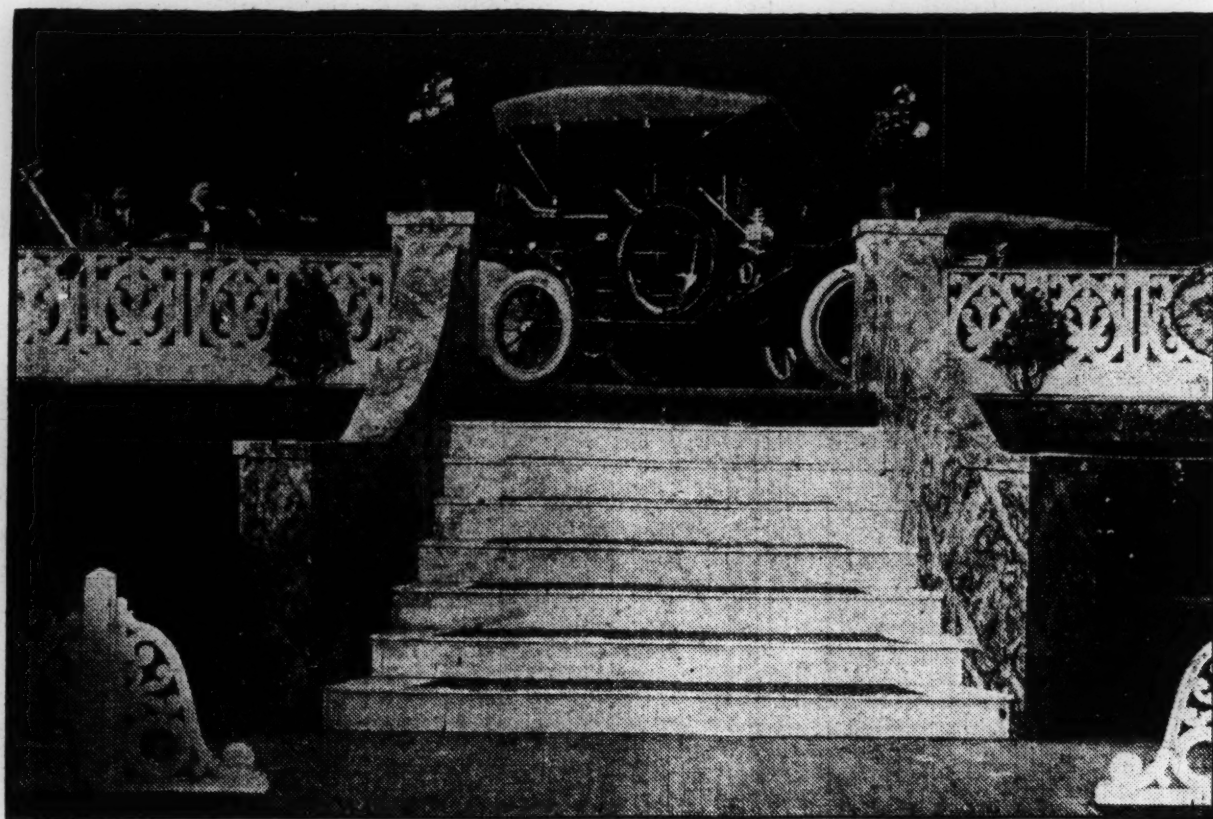
its approach? It was not until "Emancipation Day," Nov. 13, 1896, that in England the restrictions were removed, and next day the historic London to Brighton endurance race took place. It was a car built by the American designer, Duryea, that won the race because it could walk away from its competitors when climbing the hills. The previous year there had been the Paris to Bordeaux race, wherein eight out of 16 gasoline cars finished. On the continent motoring experiment had been taken up with enthusiasm, and today from France and Germany and Italy comes most excellent workmanship on motor cars.

Since these earlier days tireless engines of mighty power have driven racing cars twice as fast as a mile a minute. Across continents have heavy touring cars been driven, through mud depths and desert sand, over mountain passes, down the rocky bed of streams, facing Nevada heat or Siberian cold. Round the world they have sung the rhythmic song of power. Also along country roads, through forests, by lakes and streams, have gone delighted explorers freighted by this unwearied power. It drives the dark-shaped boats through the water with incredible speed. Discontented with the conquest of earth, this marvelous power already hums its conquering song even in the air.

BODIES AND TOPS FOR AUTOMOBILES

The firm of Quinsler & Co., Cambria street, Boston, has for a number of years enjoyed a high reputation on its bodies and tops for automobiles. George W. McNear, who has been one of the partners for the past 14 years, announces that he has purchased the business and is prepared to continue the high grade work of the firm. He has made a number of improvements in the equipment of the plant which will do much to facilitate the handling of its large trade.

View of the Stage at the Boston Automobile Show



The Steam Automobile

If you wish to know the joy of riding on horseback you must experience it on the western plains and among the foothills of the mountains. There you will not be troubled with double bits and curb and snaffle reins, for you ride with a loose rein and your horse is guided by the touch of the line on his neck and his immediate response makes his movement seem volitional with your desire. Up the slopes he will carry you with fine bursts of speed, or if the business is cutting out cattle he will wind and turn, leap forward or wheel round till the rider realizes the joy of the centaur which poets imagined. The stored-up energy of the horse, the elasticity of his muscles, his strength, are made responsive to the will of the good rider.

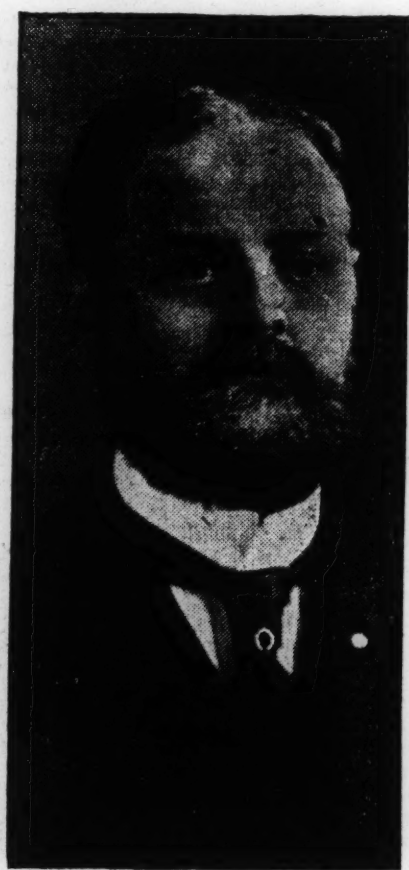
When the ideal steam automobile arrives it will be like that. There will be a vast elastic energy stored up ready for immediate expression. The power will not need to accelerate gradually; it will be waiting there as in the living creature. The resilient motive force will work directly upon the propelling wheels, and the driver by the least movement of the hand will control this force, and be able to speed up the hills with exhilaration such as the rider feels whose horse is keen and eager.

But not quite yet has the ideal steam motor car arrived, though much has been done in working toward that goal. Hundreds of drivers remember their experiments in early days of automobilism. A cross wind would blow out the pilot light, and the hasty effort to reignite it would be met by an explosive report and shoot of yellow flame from the back fire. The feed water heater would leak and bedev the dust of the road with steaming tears. The feed pumps would get air-bound and thus exhaust their suction "on the empty air" so that no water was delivered to the boiler, and then came trouble. The piston packing would wear, and the steam escape from its destined task with much aggravating noise.

But nothing can exhaust the patience of men, and by untiring experiment one difficulty after another has been overcome, so that the lover of the "sweet-running" steam engine can choose from several motor cars using the expansive energy of steam. The progress seems incredible since 1893, when Thomas Savery

constructed for mine pumping the first practical steam engine, and 1764 when James Watt introduced the type of modern engine with closed cylinder and condenser.

There are steam automobiles without condenser which need a big drink three times in a century run; but in New England where watering troughs are kindly provided for the wayfaring horse, there is little trouble. Other automobiles, by condensing the exhaust steam, enlarge their range above a hundred miles. These cars run smoothly, rush jubilantly up the hills and are capable of fine bursts of speed, going silently over a level road as if gliding on wings. Yet they are like the horse in requiring the constant intelligent care of the driver.



PRESIDENT W. A. SHAFER,
Crown Motor Car Company.

MOTOR CAR RACING AND ITS INFLUENCE

(Continued from Page Six.)

cepted designs, there are many minor problems to challenge the attention of the designers and manufacturers. I believe the right sort of racing will be of assistance in working out these problems. "I believe the next few years will see much high-class racing. The formation of an association among the manufacturers for the purpose of managing races and other contests is the best evidence that the sporting department of the business is to be on a sounder basis than it has ever been before.

"There is no one who will deny that racing in the early days of the industry helped to make automobiles popular. The American people are a sport-loving people and any one who has seen a great road contest, such as the Vanderbilt or the Grand Prize at Savannah, cannot doubt that the public has a real interest in such contests. The average owner of a motor car may never care to enter a motor car in a contest of any kind, but I always think it a source of satisfaction to him to realize that he has a car of a type that is known to have the speed and the stamina to win in hard-fought races. The average owners realize that a car which stands up in a race is pretty sure always to stand up under the lesser strains which he will put upon it.

"From this you will readily see that I am in favor of racing cars which approximate the regular stock chassis of the cars sold under the same name. I am not in favor of freak racing machines. The construction of them has a demoralizing effect in the factory and serves no good end before the public. Under the fair and sensible rules which the newly-formed manufacturers' association will adopt we may expect to see some splendid racing, in which only stock cars will be used.

"I believe that in America just now there are more possibilities in small car racing than in large car racing, and I believe also that it is in the small car class that America has the best opportunity to win back from Europeans the laurels they have won and held for so long. I predict American small cars will carry off their full share of honors from now on."

HOPE TO RACE POWER BOATS

Efforts Will Be Made to Have Ocean Contest for Davis Cup Between Boston and Shelburne.

It is now expected that the ocean power-boat race from Boston to Shelburne, N. S., will be held in July this year, soon after the finish of the New Rochelle to Marblehead contest.

It was at first planned to hold it last season, but because of the lack of entries it was postponed indefinitely. At the request of the Binnacle Club of Harvard, Thomas Fleming Day offered a cup for the race, which was to be managed by the Binnacle and Boston yacht clubs.

The Binnacle Club not being in a position to properly handle the race, Mr. Day has turned the cup over to Hollis Burgess, who will arrange for the Boston Yacht Club to take charge of it.

At present it is the intention to start the race about two days after the finish of the annual New York-Marblehead

race. It is hoped by doing so that a number of the boats taking part in this annual event will enter the new contest. Mr. Day has written Mr. Burgess that he will enter a boat for the race, and it is expected that others will soon follow. The only entry for last year's contest was the Alston, owned by Richard Hutchison, who will probably enter his boat again.

FINE DISPLAY OF BUSINESS AUTOS

To the business man one of the most attractive features of the automobile show is that of the vehicles for the collection of heavy freight and other goods. These exhibits in the present show exceed either of the recent New York shows, and really should be seen by every business man in this section of the country.

Probably the largest and best display ever made in this line in this country is the exhibit of the General Vehicle Company, shown in the main basement. There they have six samples of electric wagons and trucks all the way from a little delivery wagon to a 3½-ton truck

The Herreshoff Car

You Will Find It In Talbot Hall at the Automobile Show

The Name Has Always Meant Success

It has stood for power, speed, beauty and honest construction

Like other Herreshoff achievements the Herreshoff Car is the highest possible expression of the type it represents.

We have taken the agency for this territory.

The first car is on exhibition at the Automobile Show.

THE FRENCH CARRIAGE CO.

92-98 SUMMER STREET

The Sensational Car At the Show

The most astounding exhibit at the Automobile show is the Chalmers-Detroit "30"—price \$1500. Never before have you seen a car that compares with it for less than \$2000. Never before have you seen in any car some of its desirable features. For this \$1500 car—by engineering standards—is the most up-to-date car on the market.

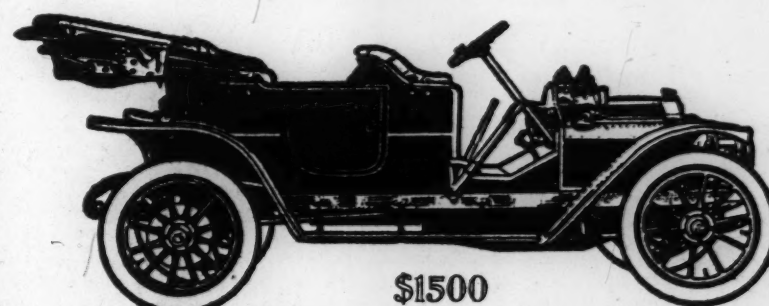
The Unique Exhibit
A chassis has been specially prepared for this show at a cost of \$5000. It shows the engine cut away and electric lighted. You can see every part, inside and outside, as it appears when running. You can see why the four cylinders are cast in bloc, as in foreign cars. You can see the famous two-bearing crank shaft. It is eight times as strong as is necessary. Yet the draft from an electric fan serves to turn it.

The Record Car

You can see here the bearings from one of these cars which has run 27,000 miles. For 100 consecutive days it made 208 miles per day on heavy country roads. Never did it miss a single trip in all those 100 days. That is an endurance test such as no other car at any price ever met. Let us show you the bearings as they appeared after the test was over—after the car had run 27,000 miles.

Bring an Expert With You
You will find at the Show several low-priced cars which will claim to be as good as our "30". So, if you are not an expert, we ask you to bring a good engineer along with you. Let him make the comparisons, then do as he says. We are willing to abide by his judgment.

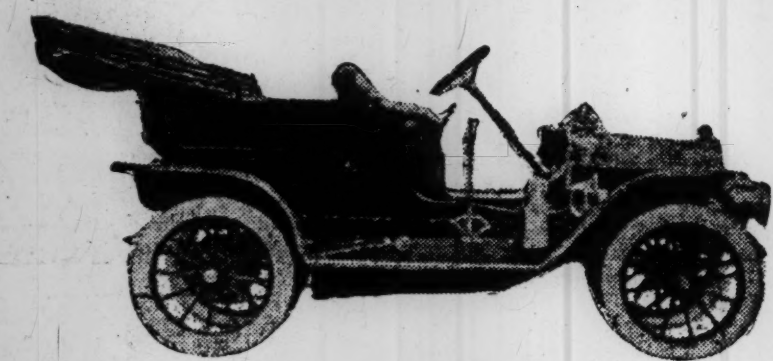
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Reo Touring Car, \$1000

A new buyer of motor-cars tries to get one set of advantages. An experienced buyer looks for an entirely different set.

What first?

Getting-there-and-back. That's what a car is for. There's many a car that looks awful good in the garage, or on a smooth parkway near home; but not a bit good when stalled on a rough road 80 miles from home.

What next?

Economy of operation. No; not altogether for the money saved, but because a car that works economically uses its gasoline to send the car ahead and not to thump the life out of the engine.

The Reo has all the essential qualities of a motor car, but particularly these two. It has proved its get-there-and-back ability over and over again and beyond any question—on Glidden Tours, in other endurance tests, and, most of all, in daily use by over 20,000 motorists.

It has proved economy and efficiency in the same way—by public and private tests.

In the 1908 Glidden Tour the Reo finished with a perfect score and in such splendid condition that it was chosen to pilot the big six-cylinder runabouts running off the tie.

You want a good-looking car that you can be sure of, and that is not afraid of the hills. That's the Reo.

Send for catalog, also for "Two Weeks—A Tale of the Glidden Tour"

All of the Reo Models on Exhibition at the Show, Spaces 120, 121, 130, 131

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Wonderful—Gorgeous—
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GREATEST EXHIBITION OF
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Gilmore
JUSTIFIES ITS NAME



"THE CAR WITH THE PERPETUAL GUARANTEE."
BOSTON MOTOR CO., 173 Huntington Avenue
SPACE 155-156-157 BOSTON AUTO SHOW

Elaborate Exhibit by U. S. Government at Seattle Fair

Federal Contribution to Alaska-Yukon-Pacific Exposition Most Impressive Ever Made.

ELECTRIC FEATURE

SEATTLE, Wash.—The United States government exhibit at the Alaska-Yukon-Pacific exposition which is to open here in June will be the largest, most elaborate and most impressive federal contribution ever made to any such enterprise. It will cover the largest area ever occupied by the federal exhibit and will offer a liberal education in the business and detail of the government.

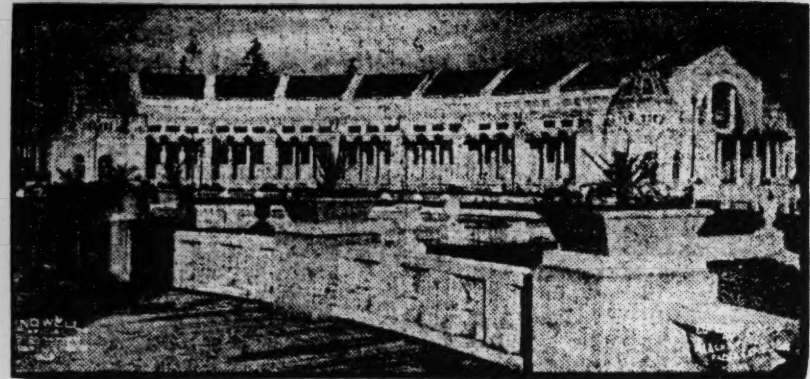
The extent of the preparations now on foot seem to insure a successful exposition. A delegation of business men from this city and Tacoma have taken a tour through the South on an errand of promotion and the railroads are making every effort to give the enterprise as much publicity as possible. The electrical department will be one of the most striking features of the fair and the Seattle chapter of the American Institute of Electrical Engineers is making extensive preparations for the entertainment of visiting electricians.

State and county exhibits are being assured with a degree of spirit that is striking. Oregon having recently added \$25,000 to its appropriation, making its entire \$125,000 for the state building and exhibit. This exhibit will be one of the most attractive, representing fairly the wealth, resources and progress of that state.

Yakima county has pledged the expenditure of \$34,000 on its exhibit, thereby taking a position well toward the head of the roll of counties of Washington.

BIG PARIS PARK - PAYEXPENSES

It is a bit astonishing to learn from an official source that the most famous, extensive and beautiful park in the world yields a larger revenue in money to the city in which it is located than the cost of maintaining it. It cost the city of Paris \$142,000 to care for the Bois de Boulogne last year, and the revenue from the rental of the numerous pavilions in the park, where all Paris takes tea and dines in summer, was \$154,000, says the Bellingham (Wash.) Revue.



SCENES AT ALASKA-YUKON PACIFIC EXPOSITION, WHICH OPENS IN SEATTLE NEXT JUNE.

Upper view shows edge of grounds fringed with Douglas fir and cedar trees. Middle picture reproduces in the background the completed Manufacturers' Building. In the foreground are seen the flowers and shrubbery set out in the fall and which during the exposition will make the grounds a riot of color. Lower cut is a picture of Rainier Vista, or avenue, which will be one of the chief ways at the exposition.

Musical Events in Boston

DOLMETSCH CONCERT.

THE program of the third Dolmetsch concert, which was given last evening in Chickering Hall, was as follows: Divertimento for oboe, violin, viola da gamba, violoncello and harpsichord, Joseph Haydn; concerto in C major, No. 13, for the harpsichord and orchestra, W. A. Mozart; concerto No. 4, op. 58, for the pianoforte and orchestra, L. Van Beethoven.

Of the 24 orchestral players, five violinists were women; the other players were from the Boston Symphony Orchestra. Arnold Dolmetsch played the harpsichord and led the orchestra. Mrs. Dolmetsch played the viola da gamba; George Proctor was pianist.

Mr. Dolmetsch's purpose in reviving the harpsichord is not, of course, to make the musical world abandon the piano of today and go back to the keyed instruments of a century ago; all he hopes for is to create a taste for performance of old music under the conditions intended by the composers. But he would have his audiences believe that the tone quality of the harpsichord is a thing of beauty; he would not have them look upon the instrument as merely an imperfect and restricted piano. He would have them accept, too, the tone color of the viola da gamba; he would dispel the idea that this instrument is nothing but an inferior violoncello. In other words, he would take his listeners back to the time of Haydn and show them what wealth of entertainment that composer's music gave the men and women to whom it was originally played.

Nobody can have come through the Dolmetsch series of concerts thinking that the modern piano is a mistake; it is doubtful if many have come through them with anything but a historical interest in the harpsichord and the viola da gamba.

In the music of Haydn, the two old instruments played by Mr. and Mrs. Dolmetsch did excellent service in covering up the rougher qualities of violin, oboe and cello. Indeed, they smoothed out the tone too much for a modern ear. The oboe lost all its piquancy, the upper notes of the cello were so blurred by theappings of the harpsichord that they could not sing out freely. The piano tone would have melted in with the cello tone and heightened it. The general effect of the coloring was to a modern ear one of tameness. In fact the composition seems to have been intended by Haydn to combine a set of instruments that would neutralize one another's individuality and leave just enough of the upper voices in evidence to allow the melodies to speak distinctly.

Mozart's concerto showed the harpsichord to be helpless against the sound of an orchestra. Only a reduced string accompaniment could be used continuously. For the most part it was a matter of the lower instrument, the harpsichord, being tolerated in the company of the greater instrument, the orchestra. The two were not on anything like equal terms.

In order to have a historically correct performance of Beethoven's piano concert, Mr. Dolmetsch furnished Mr. Proctor with an instrument of the kind used in the composer's day. It was somewhat smaller than the modern grand piano and could not have weighed more than a few hundred pounds, for two men easily moved it on the platform. The experiment of a Beethoven piano is perhaps not so important as Mr. Dolmetsch's other revivals of old instruments. Without the harpsichord and viola, much of the old music must go unplayed altogether; but Beethoven's music can be made to sound better on a modern instrument than on the kind he used himself. One thing, however, the playing of the concerto taught, and all pianists who play Beethoven should have been present to learn it; the low, compact chords which are found in that composer's sonatas do not, when played on a piano such as he himself used, sound muddled. Mr. Dolmetsch's experiments with the harpsichord have taught pianists how they ought to make the music of the 18th century sound; if his last experiment will result in showing how Beethoven's music should be played, the lesson will be worth all it costs.

CZERWONKY RECITAL.

At his third violin recital Wednesday night in Steinert Hall Richard Czerwonky, assisted by Carl Scheurer, viola, and Carl Lamson, accompanist, gave the following program:

Symphonic Concertante for violin and viola (allegro maestoso, andante, presto); Mozart; Romance, G major, Beethoven; The Butterfly, Schubert; Fanfara de l'Amérique, Czerwonky; Berceuse, Strube; Malagena, Sarasate; Moos Variationen (for the G string only); Paganini; Othello Fantasia, Ernst.

In a program well calculated to show his versatility, Mr. Czerwonky rather neglected the best side of his musicianship. He has shown ensemble ability and so the trio of Mozart was sufficient to remind us of that, but there was overdoing on the virtuoso side. Even a display as remarkable for technical skill as that of last night becomes tiresome; wonders piled upon wonders cease to astonish. And Mr. Czerwonky is a violinist who possesses depth of emotion and a noble style with broad and speaking tone. It is a pity we did not hear more selections like the Romance of Beethoven, which showed the best playing of the evening in its fine chord work and rarely beautiful tone. Very few players get the quality we heard in this number. Then in the Berceuse of Strube he used another tone, contracted in volume but silvery in quality and resonant as a singer's voice; the number was played with great insight. It must be admitted, nevertheless, that the acrobatics catch the crowd. The Butterfly was repeated after great applause, and after the Fantasia Mr. Czerwonky was again compelled to add

to the program. Of the other fireworks numbers, the famous Paganini variations upon Rossini's "Moses in Egypt"—imagined as a subject for variations—for the G string only, were well played, but the unchanging tone color of a lone string fatigues the ear—it is not music that interests, but mechanism.

Mr. Czerwonky's own number—Souvenir of America—entertained. It introduced airs familiar in medleys for brass band, tooled and blared forth on every town common and village green on our national holiday. This is now the conventional way of giving American color. The treatment by Mr. Czerwonky, however, is scholarly and interesting. Briefly analyzed, the theme "Swanee Lake" is announced forte by the piano; after a brilliant cadenza the violin repeats the theme and introduces variations while repeating again in harmonics; it is then imitated in the minor mode and the piano, closing with a dissonance, modulates to major again. "Yankee Doodle" is then introduced for a few bars, with now and then two bars of "Dixie," and the whole closes with a broad statement of the "Star Spangled Banner," accompanied with massive chords for the piano.

Mr. Scheurer and Mr. Lamson contributed to the success of the recital by good ensemble in the Mozart number and Mr. Lamson's accompaniments during the evening were remarkable for sympathy and precision and at times for tones of haunting beauty.

NOTES.

Wednesday afternoon in Arlington Street Church Allen W. Swan of New Bedford played the following organ selections: Prelude in B minor, Bach; Fantasia in D flat, Saint-Saens; Pastoral in E, Canon in A, Cesar Franck; Meditation in F, d'Evry; Finale from Seventh Sonata, Gullmatt.

Cesar Franck's two pieces are written in a style that is suited to the organ and suited to church and are interesting for their musical contents. They express a quiet joy in the work of everyday life, but no great interest in the world's tumult and problems. They speak of a serene heart and a nimble intellect. They are original, not because the composer avoided saying what others had said before him but because he thought out in them his own view of life.

There come reports of plentiful mail orders at the Boston Theater for the performances of Mr. Hammerstein's opera company. Subscription blanks are to be had at the music stores as well as at the box office, so there is a fair chance for everybody to order either season tickets or tickets for single performances by mail in advance. Those who wish to pay season subscriptions in person may do so at the box office of the theater on the 15th, 16th and 17th. The public sale of tickets for single performances begins on Monday morning, March 22, at 9 a. m.

PLAYS COMING TO BOSTON.

"The Girls of Gottenberg," the newest musical comedy from London, will come to the Colonial Theater next Monday evening. The piece comes fresh from long runs in New York and Chicago, and good reports are preceding it. The names of the players that are acting it promise good singing and plenty of fun. They include James Blakely, John E. Hazard, Miss Aimee Angeles, Lionel McKinder, Miss Louise Dresser and Miss May Naudain.

Joseph O'Mara comes to the Park Theater next Monday evening in "Peggy Machree," a comedy of Irish life, with music. The author, Patrick Bidwell, has furnished the piece with several richly comic roles, including a grim Scotchman, whose life is one long protest against being compelled to live in Ireland; a little Irish piper, and a susceptible Irish widow. These characters are all in the hands of clever players. The piece is said to be very merry, and to have the real flavor of the "ould sod."

"The Man of the Hour" comes to the Boston Theater Monday evening for a two weeks' engagement, with matinees on Wednesdays and Saturdays. This play is well and favorably known in Boston because of its long run here last winter. Mr. Broadhurst's play is not a mere drama of politics, although it has been one of the most widely discussed of all plays dealing with affairs of public life. It has a pleasing love story as well. The cast contains among its excellent players: Cyril Scott, Harry Harwood, Rapley Holmes, Miss Lillian Kemble, Miss Marian Chapman and Miss Kate Lester.

The John Craig stock company will present Bernard Shaw's amusing "You Never Can Tell" next week at the Castle Square Theater. The play contains several sharply distinguished roles, and the versatile company should be able to do much with a piece that meets them more than half way in the wit of its lines and the humor of its situations.

William Gillette comes to the Hollis Street Theater on March 22 in "Samson," a strong drama of the family and business by Henri Bernstein, author of "The Thief."

Eddie Foy comes to the Majestic Theater on March 22 in "Mr. Hamlet from Broadway," a rather frivolous musical play, which gives Mr. Foy a chance to surprise with his good looks those who have never seen him except in his grotesque makeup.

PLAYS NOW HERE.

Miss Hattie Williams is in the last week of her engagement in "Fluffy Ruffles" at the Park Theater. Miss Fritz Scheff is in her closing week at the Colonial Theater in "The Prima Donna." Miss Ethel Barrymore will be seen for another week after this at the Hollis Street Theater in "Lady Frederick." John Mason has another week in Boston after the present one in "The Witching Hour." "Kitty Grey," with G. P. Huntley, continues at the Tremont Theater. "The Lightning Conductor" is to be seen this week only at the Castle Square Theater.

NEW YORK OPENINGS.

"Votes for Women," with Miss Mary Shaw, March 15, at Wallack's Theater. Miss Bertha Galland in "The Return of Eve," March 17, at the Herald Square Theater.

"The Bachelor," with Charles Cherry, March 15, at the Hackett Theater.

CHICAGO OPENINGS.

"Mrs. Wiggs of the Cabbage Patch," March 14, at McVicker's Theater. Miss Ada Lewis in "The Head of the House," March 14, at the Grand Opera House.

E. H. Sothern in repertoire, March 15, at the Garrick Theater.

W. SOMERSET MAUGHAM.

William Somerset Maugham is just now the most prominent writer of plays in London. In America he is represented by "Lady Frederick," in which Ethel Barrymore is playing here, and "Jack Straw," in which John Drew has the leading role.

Mr. Maugham was born in Paris in 1874, where his father, R. O. Maugham, a distinguished lawyer, acted for many years as solicitor to the British embassy. He was educated first in the French capital and then sent to school in Canterbury, after which he went to Heidelberg and became a student at the celebrated university. During his residence in France and Germany Mr. Maugham acquired a perfect mastery over the languages of those countries. As an instance of his linguistic abilities it may be mentioned that he wrote in German a playlet which was produced in Berlin some six or seven years ago, under the title "Schiffbruch" (Shipwrecked).

Up to the present time he has written five plays, and each one of them has been a remarkable success. The five have had excellent interpreters, and the playwright lays great stress on the acting. In "Lady Frederick" Miss Ethel Irving was well placed, and we have had Miss Ethel Barrymore, who is now achieving much success with it. Charles Hawtrey, an excellent actor, had the leading role in "Jack Straw," and John Drew is earning many encomiums on this side of the world with the character of the prince who played at being a waiter. The other three plays have not been seen in America, although it is quite likely that they will come to production here. They are: "The Expatriate," which Evelyn Millard, Miss Eva Moore and Lewis Waller made a success; "Mrs. Dot," which Miss Marie Tempest, Miss Marie Illington and Fred Kerr brought forth, and "Penelope," acclaimed the best work thus far by Mr. Maugham, and which Miss Marie Tempest also made a pleasing success. It is probable that "Penelope" will be seen in America next autumn.

His latest play, "The Noble Spaniard,"

News of the Playhouses



JOHN MASON,

Appearing at the Majestic Theater in "The Witching Hour."

an adaptation from the French, is soon to be put on in London, with Charles Hawtrey in the leading role. Mr. Hawtrey is well known in America through his fine performance in "A Message from Mars."

NOTES.

Robert Mantell and an acceptable company are playing Shakespeare's "King John" at the New Amsterdam, New York. While the consensus of opinion places the strange, tragic role somewhat above the noted tragedian's powers, the general impression is that Mr. Mantell has strengthened his reputation by essaying a part which, it is conceded, needs the genius of a Booth for its fullest interpretation.

Three weeks ago it was stated that Le Bary of the Comedie Francaise was to replace the late Constant Coquelin in the leading role of Rostand's new play, "Chanticleer." M. Rostand now states that Lucien Guitry will play the leading part in "Chanticleer," and also Coquelin's other roles, including Cyrano de Bergerac, says the New York Sun. Guitry is in his 49th year. He is a native of Paris and a pupil of Monrose. He won the second Co-servatory prizes for tragedy and comedy in 1878 and made his debut at the Gymnase on Oct. 1 of that year as Armand Duval in the "Dame aux Camelias." Leaving the Gymnase in 1881, he played for several years in Russia, and then returned to Paris, appearing at the Odéon in 1891 and going to the Grand Theater the following year, where he created several roles. He went to the Renaissance in 1893. In 1901 he became stage manager of the Theater Francaise. Later he returned to the Renaissance as director.

John Mason, of all the traveling stars visiting Boston, is probably the best known to theatergoers of long standing in this city through his years of association with the famous stock company of the old Boston Museum. He has visited this city almost yearly since leaving that organization as leading man for various prominent stars, notably with Mrs. Fiske in "Leah Klesche" and "The New York Idea." He also appeared here with Miss Annie Russell in Miss Madeline Lucette Ryley's pretty "Mice and Men."

"Strife," a new play by John Galsworthy, was produced in London Tuesday afternoon, and proved to be one of the most interesting theatrical events of the season. The play is reported to have an impressive moral that is to be taken to heart by the people of every country where there are misunderstandings between capital and labor, and which is sure to interest America deeply, according to the New York Times.

There is great interest among the undergraduates at Yale in the special performance to be given in New Haven by Miss Maude Adams of "What Every Woman Knows" for the benefit of the fund to erect a theater for the college dramatics and for visiting stars. The students have started a subscription fund of \$1000, which is to be the price of the box that will be occupied by President Hadley of the university and his immediate family. Miss Adams' contribution is a matinee performance.

The Purdue College Alumni Association.

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EXCESSIVE WATER USE DEPENDS UPON AMOUNT OF SUPPLY

Inquiry Shows Cities with Large Allowances Are Inclined to Have Greatest Per Capita Consumption.

NOTABLE INCREASE

The waste of water in the cities of this country is a problem which has already provoked considerable inquiry and which will be of constantly growing importance as our cities grow in population and the available water supply moves farther and farther away. There are many reasons for the increased use of water in the last 20 years aside from the increase in population.

Factories and power plants have grown to a remarkable degree, sanitary plumbing has developed rapidly and widely, but above all, cities, apprehending the failure of the water supply to keep up with the growth in population, have increased that supply so as to take care of a larger number of people and at a greater consumption per capita.

If the supply is at hand it will be used. In 1895 the city of Holyoke, Mass., then estimated to be consuming 85 gallons of water per capita daily, developed a new water supply sufficient to meet the requirements of the growing city for 15 years on the basis of 100 gallons per capita daily. Actual measurements eight years later showed that the water was being used at the rate of 150 gallons per capita daily. The water is there, so of course it is used. Even with a liberal allowance for a natural increase in consumption during those eight years there is a wide margin of waste left. The waste takes place in the actual use of the water, in neglect in turning off taps and in leaks in the mains, says the New York Sun. Some waste in the use of water cannot be prevented, but there is much that can. In cities where a private company supplies the water and water meters are widely used the rate per capita is much lower, in some instances less than one fourth as much, than in cities where there is no rigid inspection of pipes by a company anxious to prevent waste, and few meters. Local conditions of course govern the consumption of water in any city. An Arizona city would undoubtedly have a higher consumption per capita than a city in central New York.

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Financial, Commercial and Investment News of the World

ERIE ISSUES ARE ATTACKED BY THE NEW YORK BEARS

Wall Street Market Is Very Irregular, With Many Ups and Downs During Course of the Trading Today.

SUGAR IS STRONG

There were many ups and downs in the stock markets today. There was no well defined trend in either direction in the early trading, much irregularity prevailing. For some days past the market has been at the disposal of the professional traders and has shown a sagging tendency mostly. The selling presumably is for short account. Then when the market becomes oversold and the shorts cover the market goes up a peg or two only to decline again when short selling is renewed. That it is principally the trading element that is in the market at present is shown by the small volume of business done. It has been some time since there has been a million-share day, the totals usually ranging less than half that number of shares.

Bear pressure was brought to bear today upon the Erie issues. The common stock opened a half under last night's closing price at 25 and during the early trading it dropped to 23 1/2. There was no news to account for the decline. The cause of the weakness, the stock is at a rather low price for a railroad issue and even should the outcome of the proposed \$30,000,000 bond issue not be to the liking of the company, it is thought that with the backing of such interests as J. Pierpont Morgan & Co. the property will not be allowed to suffer.

Reading was an eighth lower at 123 1/2 at the opening and after advancing to 123 1/2 it dropped to 122 1/2. The bear argument used in connection with this stock is that compared with other railroad stocks paying the same rate of dividend, 4 per cent, it is selling too high even with other conditions favorable to the road. It urged that until the "common stock clause" case has been disposed of and the wage scale of the anthracite miners has been determined, the Reading stock is not likely to have much of a rise. United States Steel opened in New York at 43 1/2, rose a quarter and dropped to 43 1/2. In Boston it opened at 44 and dropped to 43 1/2. There is a good deal of bearish talk regarding the Steel corporation's earnings, but it cannot be denied that the gross business is increasing, as the Gary plant near Chicago is said to be taking on new men at the rate of about 30 a day.

Sugar was active and higher in both markets today. In New York it opened a point higher at 12 1/2 and advanced during the forenoon to 13 1/2. North Butte opened within an eighth of last night's closing price on the Boston market at 68 1/2 and advanced to 69 1/2. United Shoe Machinery opened a quarter lower at 63 1/2, advanced to 64 and fell back to 63 1/2. East Butte was 1/2 higher at 14 1/2 at the opening and improved to 15. Other stocks were selling around 23 1/2.

Before 1 o'clock Erie had dropped to 22 1/2. In the Boston market, Shoe Machinery sold off to 62 1/2.

CHICAGO BOARD.

| Wheat— | Open | Closing |
|--------|----------|---------|
| May | 1.14 1/2 | 1.14 |
| July | 1.03 1/2 | 1.03 |
| Sept | .97 1/2 | .97 |
| Oct | .68 1/2 | .68 |
| Nov | .67 1/2 | .67 |
| Dec | .67 | .67 |
| Jan | .53 1/2 | .53 |
| Feb | .49 1/2 | .49 |
| Mar | .49 1/2 | .49 |
| Apr | .40 1/2 | .41 |
| May | 17.82 | 17.97 |
| June | 17.80 | 17.95 |
| July | 10.25 | 10.32 |
| Aug | 10.35 | 10.45 |
| Sept | 9.32 | 9.42 |

Contributions on Topics of Interest
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THE HOME FORUM

A Page of Interest to All
the Family

The Passion for Power.

The passion for ruling, though most completely developed in despotisms, is confined to no form of government. It is the chief peril of free states, the natural enemy of free institutions. It agitates our own country, and still throws an uncertainty over the great experiment we are making here in behalf of liberty. . . . Perhaps in this boasted and boasting land of liberty, not a few, if called to state the chief good of a republic, would place it in this: that every man is eligible to every office, and that the highest places of power and trust are prizes for universal competition. The superiority attributed by many to our institutions is, not that they secure the greatest freedom, but give every man a chance of ruling; not that they reduce the power of government within the narrowest limits which the safety of the state admits, but throw it into as many hands as possible.—William Ellery Channing.

George William Curtis

From an Address by Charles Elliot Norton at Ashfield, Mass.

Happily there are men in the world whom we rightly call good men, men who perform fairly well the simple duties of life, who try to be, or at least intend to be, estimable husbands, fathers, sons, brothers, neighbors; but there are few anywhere whose goodness stands year in and year out the wear and tear of common day, whose virtues are never dimmed by the dust which rises even from worthy toil and unavoidable cares. So, too, it often happens that among many virtues the one is lacking which is required to give savor to all the rest—that feebleness of imagination (a great defect of mankind) shows itself in failure of sympathetic consideration for those who most stand in need of patient and tender regard.

The good man in the very fullest sense of the word, the man whose virtues never suffer eclipse and whose goodness is not merely good but beautiful, is a great blessing to his kind. . . . Happy and most blessed of men in the good man whose temperance and character combine to make him as pleasant as he is good; whose virtues are the sweet dowering of his native disposition, trained by experience and perfected by self-discipline; whose character is based on simplicity of heart, and who fulfils the New Commandment because for him it is the most natural mode of self-expression. And if to such a man be added great gifts, . . . if he be endowed with poetic imagination, quickening the moral and invigorating the intellectual elements of the nature, and if he be crowned by a spirit of devotion to public interests, then we have such a man as he who fills our memories and our hearts today.

Wireless Telephony

Some of the Barnard College girls were given an exhibition of wireless telephony in New York lately by Mrs. DeForest, wife of the inventor of the system. A few Columbia College men, who called themselves "Barnard co-eds," were also of the party. The process of getting in tune with the person you wanted to talk to was explained, or rather the tuning of the instruments, and then Mrs. DeForest began to talk from the terminal building many blocks away. She told the girls listening at the other end that she stood for the achievements of the 20th century; that she would not refuse to use any of the tools that progress puts at her command, whether the wireless telephone or the ballot box.

The adjustment of the telephone headgear was an easy matter for the men, but the hatted and veiled young women had trouble.

Realism in Illustration

The teacher of a primary school read "The Old Oaken Bucket" to her little tots and explained it to them very carefully. Then she asked them to copy the first stanza from the blackboard, and illustrate the story. One little girl handed in her verse with several little dots between two of the lines, a circle and three buckets.

"Lizzie, I don't understand this," said the teacher. "What is that circle?" "Oh, that's the well!"

"And why have you three buckets?" "One is the oaken bucket, one is the iron-bound bucket, and the other is the bucket that hung in the well."

"Then what are all of those little dots?"

"Why, those are the loved spots that my infancy knew."—Philadelphia Press.

THE WATER OF LIFE

The objection that Mrs. Eddy has defined certain words in the glossary to Science and Health in more ways than one is among the finest recorded flights of the critical boomerang. It is the result of the doctrine of verbal inspiration reduced to an absurdity, and is really based on a desire to prove the teaching of Christian Science inconsistent on any terms. The Bible is not, of course, the work of a single writer or a single epoch. It consists of a number of documents composed, during a vast number of centuries, by men with varying degrees of spiritual perception. To gain the full benefit of the study of it, it is necessary to recognize this simple fact; and instead of wasting time in entirely fruitless discussions as to whether Moses wrote the Pentateuch, and Paul the Epistle to the Hebrews, to learn the spiritual lessons which the writers of these books, whoever they were, intended to convey. In this way the reader will discover that the various writers used words without the slightest regard to one another, for the simple reason that, like all other writers, they were engaged in illustrating their messages by the symbolism which appealed most forcibly to their mentality and not to somebody else's. Mrs. Eddy consequently, in compiling the glossary to Science and Health, and, indeed, throughout that book, has not only pursued a course which is perfectly consistent, but one which is inevitable, if the Bible is ever to be understood in the spiritual sense in which it was written, or, for that matter, in the ordinary sense of the language employed.

The symbolism employed with respect to the various words used to describe the element of water is an example of this. The sea is used throughout the entire Bible as the type of evil; the water of baptism is used, on the other hand, as a type of purity and consecration; while water is used, again, in yet another sense as the type of spiritual life. It was on the last day of the feast of Tabernacles, during which it was the habit to carry libations of water from Siloam, in golden vessels, at the time of the morning sacrifice, while there was sung the verse of Isaiah, "Therefore with joy shall ye draw water out of the wells of salvation," that Jesus "stood and cried, saying, 'If any man thirst, let him come unto me, and drink.'" For centuries, even since the days of the wanderings in the wilderness, the nation had been commemorating, in this way, the striking by Moses of the rock, but the spiritual meaning of the ceremony had never been so forced upon them before. And yet, as they heard Jesus' voice continuing, "he that believeth on me, as the scripture hath said, out of his belly shall flow rivers of living water;" they were filled in varying degrees with amazement and with anger. To those with ears to hear Jesus' meaning should have been clear, far clearer indeed than to a western people, unaccustomed to the imagery of his speech. Yet, after the first few years of wonderful demonstration of its truth, the healing message was lost, and so again today when its recovery through Christian Science is being demonstrated to the world, it is in the face of something of the old fear and suspicion.

"Others said, 'This is the Christ. But some said, 'Shall Christ come out of Galilee?'"

To the ordinary man life represents the animated structure of a human being, an animal, or a vegetable. This life, he maintains, in the case of the lower types of creation becomes permanently extinct in death, and only in the case of humanity does the soul survive to pass on to eternal spiritual existence, and so he contradicts absolutely the saying of Christ Jesus that "men do not gather grapes of thorns or figs, of thistles." Now the Bible uses the word soul, with a few specific exceptions, simply to express animation. It talks of the soul of an animal just as distinctly as of the soul of a man, a bird, or a fish. And it never gives the slightest excuse for the contention that the human soul is the spiritual element in man; it says quite distinctly and quite unmistakably that it is simply the sign of animation, and this is equally true of the Hebrew of the Old Testament or the Greek of the New Testament. So that Mrs. Eddy's explanation of the biblical use of the word soul is perfectly accurate.

As a matter of fact the Jews as a nation so far from regarding the soul as the spiritual element in man, never credited man with any spiritual life at all. Jesus' cry in the temple, therefore, was directed to drawing their attention from the mere empty ritual of the libations, which had been repeated for centuries without any results, and fixing it on the fact of spiritual existence, the understanding of the Christ through which he was himself daily healing the sick, and raising the dead, and proving the truth of his words, "The Kingdom of God is in your midst."

Life Jesus knew was not inherent in matter, in the flesh which he himself declared profited nothing or in the soul which he declared might at any moment be required of a man. And therefore he bade men lay up for themselves treasures in heaven in that spiritual understanding of eternal life, which, as Mrs. Eddy points out, on page 410 of Science and Health, he defined "as a present knowledge of his Father and of himself."

That life is contained in the knowledge of God, that is of Truth, it is impossible to accept the teaching of the Bible and to dispute this, but this very knowledge brings the freedom which releases man from the effects of his belief in anything that is unlike God, and consequently untrue. This is why Christ Jesus told the woman of Samaria that "whoever drinketh of the water that I shall give him shall never thirst; but the water that I shall give him shall be in him a well of water springing up into everlasting life."

It is the property of love to bind us closely to that which we love; if we love the earth we are earthly; the love of God makes us divine.—New York Observer.

Burne-Jones and Lovely Woman

Artist Pictured the "Bad Man" as "Emptiness."

The English art critic, Comyns Carr, tells of his acquaintance with Burne-Jones. He says that Burne-Jones was exceedingly lavish with his friends in little humorous pictorial sketches illustrating some mood, whim or scheme. On one occasion he made for Comyns Carr's eldest boy two drawings representing the true structure of the good man and the good woman. The man is shown with a heart in his breast, winged with eagle's wings. The woman's breast is completely filled with a very large heart. By special request, a third drawing illustrated the bad man. On being met with the reproach that the last drawing showed nothing of the details of internal structure, he replied that there were none, as "the bad man was quite hollow"; and on being further challenged to illustrate the bad woman, he gravely replied, "My dear Phil, she doesn't exist."

The Inner Vision

Most sweet it is with unlifted eyes
To face the ground, if path be there or none.
While a fair region round the traveler lies
Which he forbears again to look upon;

Pleased rather with some soft ideal scene,
The work of Fancy, or some happy tune:
Of meditation, slipping in between
The beauty coming and the beauty gone.

If thought and love desert us, from that day
Let us break off all commerce with the Muse:
With thought and love companions of our way—
Whate'er the senses take or may refuse.—
The mind's internal heaven shall shed her dews
Of inspiration on the humblest lay.—Wordsworth.

As to a Choice of Vocation

Living where opportunities for seeing student life are exceptional, a writer in the New York Times has been impressed with the lack of any sense of vocation in the average young woman of today, when called upon to choose the course of study which is to fit her for her life work.

Among the many courses offered by the up-to-date university, she is prone to select that which costs least, that which requires the fewest hours of work, or that which can be soonest completed. She studies to fit herself (according to the accepted standard) for some line of work in which competition is small, pay liberal, or vacations long. She considers whether this work or that will bring her into the pleasanter social relation. The last thought in her mind is often the comparison of her individual natural aptitudes—or lack of them—with the requirements of her selected task.

The writer goes on to say that no cultivation can change the thistle into a rose, but Luther Burbank is breaking the limitations set of old on the possibilities of horticulture, and they are perhaps being outgrown in girl culture as well. The idea that any one can do anything he or she earnestly tries to do is an advance on the notion that all literary folk must of necessity be unpractical, or that a talent for housekeeping must prove that a woman cannot "rise to a point of order" on the floor of Congress or such places.

Lowell's Tribute to Bryant

We listening learned what makes the
Might of words.
Manhood to back them, constant as a
star.

Such as are thy habitual thoughts, such
also will be the character of thy mind.—
Marcus Aurelius.

What Is Originality?

SCOTT AND KIPLING GAVE NEW MEANING TO WELL-KNOWN THINGS.

A truth may be very old, and yet it may never have made upon our minds the least impression. We may have accepted it and never felt it. Then, all of a sudden, some person, either by an apt phrase, by an unexpected illustration, or by a curious and unusual application, brings it vividly before us in such a way that it will never afterward be forgotten or ignored. If he does this, he has done it by the exercise of originality, for to us at least he has given something that is practically, even if not actually, new.

This is the secret of originality in literary work. The Highlands of Scotland, their people and their legends, were in a way sufficiently well known to Englishmen before Sir Walter Scott first wrote of them; but after he had written, they meant something to the world that they had never meant before, because they were suddenly illumined with a new light, in which they were seen to teem with poetry and romance.

Most Englishmen knew India before Kipling wrote, but not as they know it now. The beast fable is older than Egypt, but it was only a veiled apology, for a sermon or an aphorism, until Kipling wrote his "Jungle Books" and made us see in the beasts and reptiles not, on the one hand, beasts and reptiles only; nor, on the other hand, mere speaking personifications of various moral and mental qualities; but creatures in whom we may recognize, by the light of a great imagination, a certain kinship.—The Scrap-Book.

We've been told in flowing rhyme
Of footprints on the sands of time,
And yet we can't help wondering why
The footprints come when time does fly.
—Whimlets.

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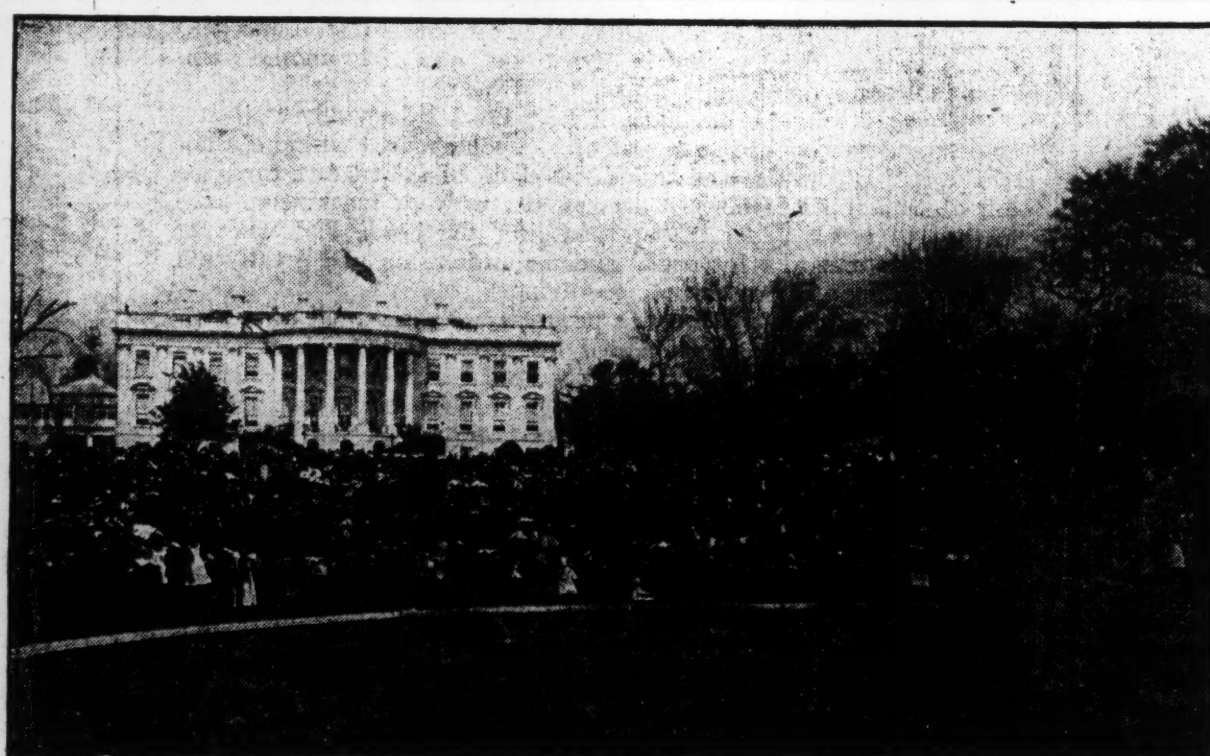
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CHILDREN'S DAY AT THE NATION'S CAPITAL

In the city of Washington, D. C., there is one day in the year that belongs absolutely and without reservation to the children. History and tradition alike fall to disclose when this delightful custom was inaugurated, but as far back as the oldest can remember, Monday following Easter Sunday has been known as "Egg-Rolling Day." On that day the schools are closed, and the President of the United States throws open the beautiful and spacious grounds on the south side of the White House, that on other days are kept locked and guarded for his own private use, while he extends at the same time an invitation to the children, one and all, rich and poor, black and white, to "come over and play in his yard."

And how they respond! For days they have been making eager preparations for this greatest event of the year. As soon as the sun is well up, they begin coming from all directions. From the extreme limits of the District of Columbia, every street car is filled to overflowing, carriages, pony carts, gay little groups of boys and girls, children with fathers, mothers, or guarded by an older sister or brother, wee tots with their nurses—the streets are thronged with them, laughing, chattering, all eagerly hurrying along and carefully guarding dainty baskets filled with their load of gaudily colored eggs.

They enter and swarm over the historic old garden, with its plashing fountain, beautifully kept lawns and



EGG ROLLING AT THE WHITE HOUSE.

stately shade trees, shouting and rolling over the grass in wild confusion and abandonment of childish joy. The many little grassy slopes furnish rare sport for the egg-rolling races. Down they roll, bouncing and usually breaking at the

bottom of the hillock, where they are pounced upon by a dozen little waiting hands and greedily devoured. "Picking" is one of the most popular of the games. The eggs are struck together on the smaller end, the one broken going to the

holder of the harder egg. Sometimes a crafty boy has secured a guinea egg, which is, of course, much harder than a hen's egg, so he soon comes off champion of the field.

That the children shall not be crowded

in their play, the President has made a rule that only grown folks accompanied by children can be admitted. Many people visiting Washington for the first time are so eager to enter the garden that some of the children of a thrifty turn of mind have taken advantage of the order, and do a rushing business, adopting themselves out for ten cents, until they safely lead their temporary parents past the trusty custodian at the gate. As the morning advances and the supply of eggs is exhausted, games of all kinds are introduced. Then comes the lunch hour with its baskets of goodies, and the frolic is for a little while suspended; soon, however, the famous Marine band makes its appearance in the stand erected for the occasion, and they play the merriest tunes, which set all the little folks dancing over the grass, and then when the fun is at its height the crowning glory of the day arrives.

The President makes his appearance on the veranda that overlooks the garden, surrounded by a large party of ladies and gentlemen, foreign ambassadors, cabinet officers, senators, representatives, all sorts of important people, anxious to see what the children are making of their day.

The band plays the national airs, everybody down in the garden claps their hands and cheers just as loud as they can, while the President stands there smiling and bowing, and probably wishing with a heart that just for a little while he could be one of the little ones in the garden below.

CHILDREN'S DEPARTMENT

Riding Bareback

In a little book dedicated to the school children of the United States, Miss Clara Barton, founder of the famous Red Cross Society, tells how she learned to ride. She says:

Of my brother David, to say that he was fond of horses describes nothing; one could almost add that he was fond of nothing else. He was the Buffalo Bill of the surrounding country, and here begins his share in my education. It was his delight to take me, a little girl five years old, to the field, seize a couple of those beautiful creatures, broken only to the halter and bit, and gathering the reins of both bridles firmly in hand, throw me upon the back of one colt, spring upon the other himself, catching me by one foot, and bidding me "cling fast to the mane," gallop away over the field and fen, in and out among the other colts in wild glee like ourselves. They were merry rides we

took. This was my riding school. I never had any other, but it served me well. To this day my seat on a saddle or on the back of a horse is as secure and tireless as in a rocking chair, and far more pleasurable. Sometimes, in later years, when I found myself suddenly on a strange horse in a trooper's saddle, flying for liberty in front of pursuit, I blessed the baby lessons of the wild gallops among the beautiful colts.

More Tomorrow

A million little diamonds
Twinkled on the trees
And all the little maidens said,
"A jewel, if you please."

But while they held their hands out-
stretched
To catch the diamonds gay,
A million little sunbeams came,
And stole them all away.
—Memory Gems.

Tree Riddles

1. What tree is a carpenter's tool?
2. What tree is a personal pronoun?
3. What tree describes the first born of two brothers?
4. What tree do we offer at meeting and parting?
5. What tree is like one of the 10 plagues?
6. What tree will protect you from cold?
7. What tree does pussy give her kittens on the ear?
8. What tree is used in history?
9. What tree is in two similar parts?
10. What tree reminds us of the Atlantic?
11. What tree is used to protect us from snow?
12. What tree is used by architects?
13. What tree describes pretty girls?

ANSWER TO PICTURE PUZZLE.
Apeche.

Many Banquets

"What will be the slogan of the next administration?"
"I should say the square meal."

Nothing is so local as not to be of some general benefit.—Lincoln.

AS THE TWIG IS BENT

A mother sometimes feels disappointed that her daughter at 16 or 18 takes so little interest in helping her to bear the cares and responsibilities of the household. She has patiently labored many years, and has looked forward to the time when she would have a friend and helper in her daughter, sometimes to be disappointed. Is the mother or the daughter to blame? The mother perhaps believes that the daughter is to blame. But is not this fact true: That if the daughter of 16 is to be an efficient helper the daughter of 10 must be taught and allowed to do her part. This essential point many an energetic and capable mother forgets. It is vastly more important that the daughter should enjoy helping her mother, and gradually form the habit of taking a responsible share in household cares, than that any one thing should be accomplished in an absolutely perfect manner.

A child is often eager to "help

mamma." But the mother discourages her with, "There, run away; I would rather do it myself," the experienced woman forgetting that if the daughter could do everything as well as her mother she would be a grown-up woman.

Let us try the experiment of encouraging the girl of 8 or 10; thanking her for every effort to be useful; praising her for all that is good in her performance; and not blaming her for shortcomings which are simply the result of inexperience. Suppose she does sometimes burn the toast, or break a pitcher, or forget to dust? These lapses are not serious; they are slight misfortunes which are a very small price to pay for the end in view. The daughter's character, her affectionate and cordial cooperation, and her training perhaps for her own future home are worth more than a piece of toast or a bit of china.—Ladies' Home Journal

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